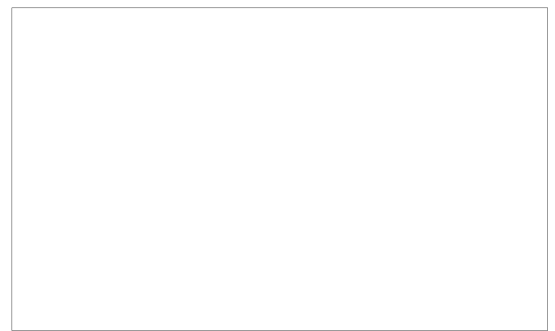
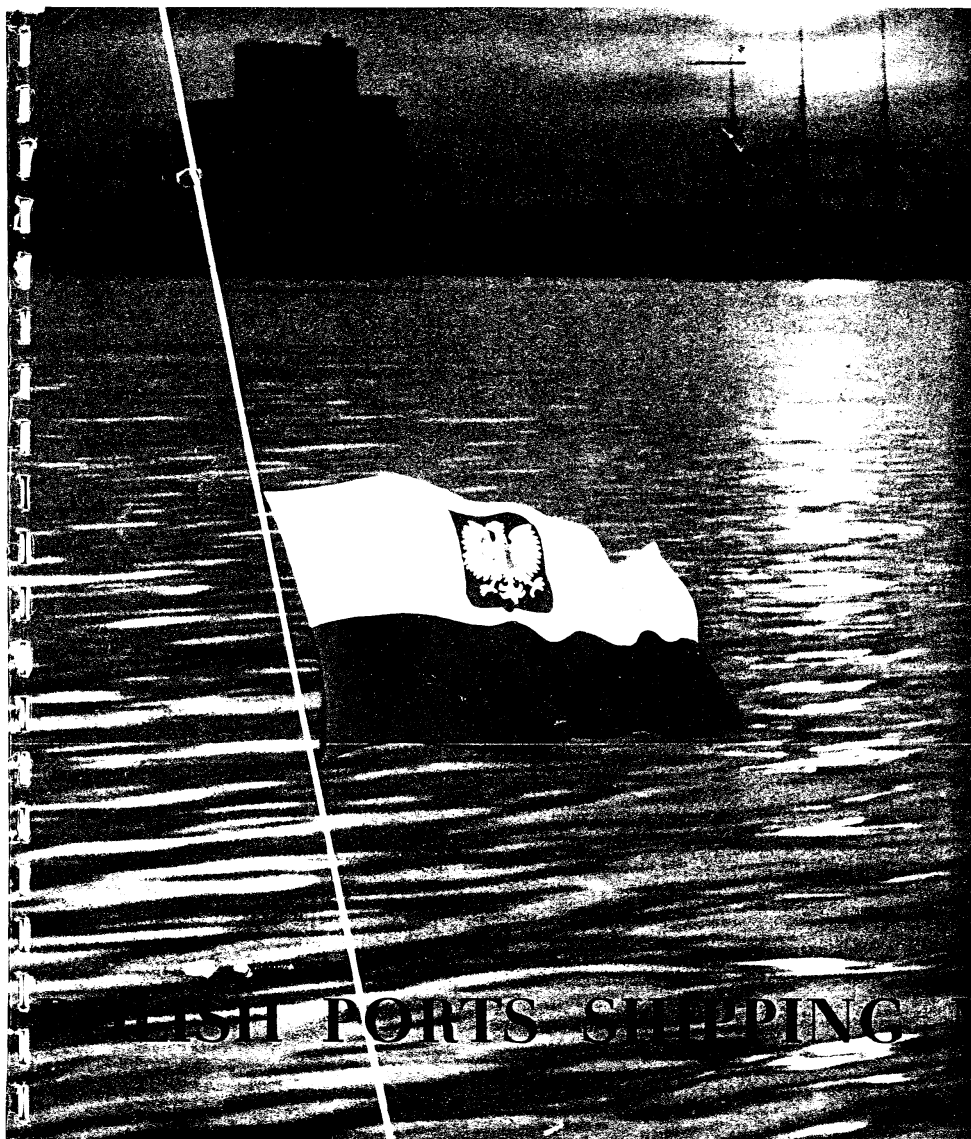


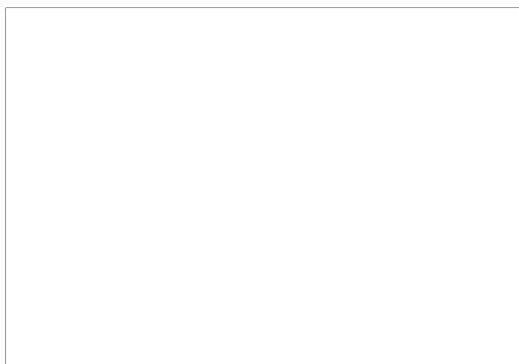
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**POLISH PORTS  
SHIPPING  
AND  
MARITIME TRADE**



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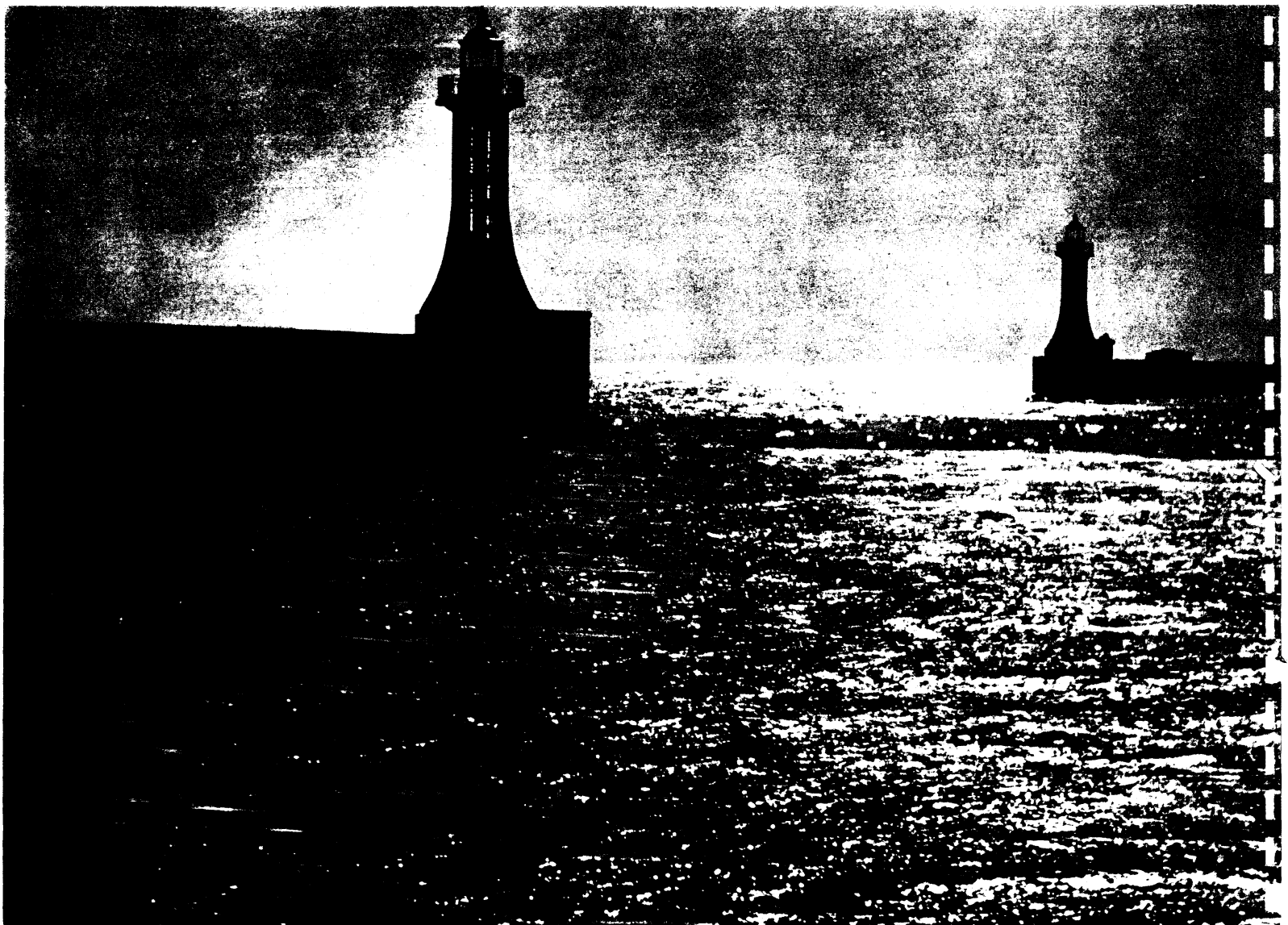
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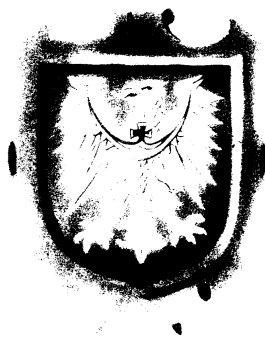
# **POLISH PORTS SHIPPING AND MARITIME TRADE**

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**T**hroughout the length of the Polish coastline, the 500 kilometre-long maritime border of the Polish State, in all towns and ports, work is going ahead at top speed on the development of maritime economy.

The ports, shipyards and maritime trade of the Polish People's Republic are developing in harmony with the other branches of the national economy, facilitating the exchange of goods with the entire trans-oceanic world, across seas which do not divide, but link nations.

The Polish Chamber of Foreign Trade desires, by means of this publication, to inform the reader interested in problems of foreign trade, and in particular in maritime commerce, about the activities of Polish ports, shipping and the numerous service institutions. The publication, therefore, contains not only general information, which shows in its proper light the development of Polish maritime economy, but also detailed commercial information, and such addresses as those of shipping, ship brokering, shipchandlery, insurance and salvaging enterprises.

Should this publication facilitate, if only to a small extent, the co-operation with Poland's customers, of those who avail themselves of transit facilities through Polish ports and territory, the publishers will be satisfied that it has achieved its ends on this small sector of the great sphere of foreign trade.



The loss and damage suffered by Polish coastal installation during the war years amounted, not counting the loss to private property and that of the merchant marine and navy, to 300 million dollars, on the basis of pre-war prices.

The enormous losses in the ports, shipyards and coastal towns were all the more serious, in view of the fact that the decimated and impoverished Polish people had simultaneously to set about such enormous tasks as the reconstruction of Warsaw and many other cities, of railways, roads, schools, hospitals and public utility installations, and to bring under cultivation enormous stretches of land lying fallow.

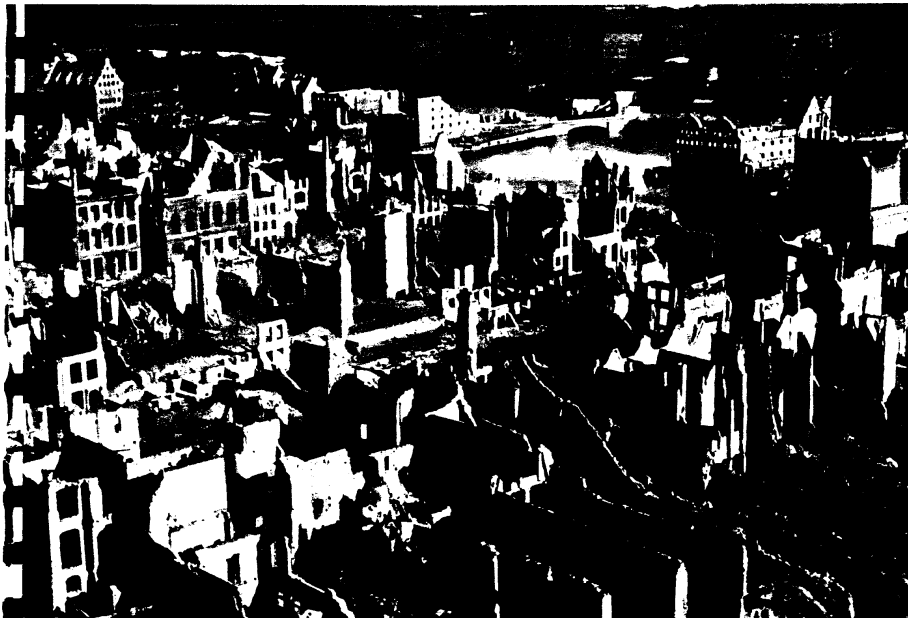
The historic city of Gdańsk, one of the most beautiful in Europe, which had grown and become prosperous through many

centuries of co-operation with Poland, lay in terrible ruin, its magnificent architecture rich in historic works of art turned in rubble.

Of the 270,000 sq. m. of warehouses in pre-war Gdańsk, only 20,000 sq. m. were left standing; two thirds of the granaries, once capable of storing 160,000 tons, were completely destroyed. The cooling plants, oil tanks and herring warehouses were wiped out.

The port railway lines, transshipment equipment, bridges and viaducts, electrical power plants, rolling stock, flood dams, shipyards and factories, water mains and canalisation conduits — all were either seriously damaged, completely destroyed, or removed by the Nazis.

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The port of Gdynia was also almost completely destroyed. Suffice it to quote as illustration that of the 4,000 metres of breakwater, built by the latest ferro-concrete construction methods, 80 per cent lay in ruins; of the 200,000 sq. m. of modern port warehouses, 170,000 sq. m. were completely destroyed or from 60 to 70 per cent. damaged; the mechanical equipment of the port cooling plant, the rice husking plant, the oil mill and the grain elevators were either shattered or had been removed; of 112 mechanical transshipment machines, only 40 were in place and even those in a condition requiring complete overhaul.

Szczecin suffered to a similar degree. It was so devastated as to make appear impossible the reconstruction of the city and the rehabilitation of the port as an economic instrument. Military operations and the vindictive hand of the Nazis did not spare the smaller coastal towns, or even tiny fishing villages dispersed along the shore.

During the first days of freedom the Polish sea coast presented a picture of ruin and emptiness.

Now, after ten years of strenuous work, how different is the aspect of the coastal ports and towns! The ports have been rebuilt, equipped with modern loading equipment and warehouses, and now have a transloading potential greater than they had before the war. The shipyards, which constitute a powerful overhaul and construction centre for the merchant fleet, have also been developed.

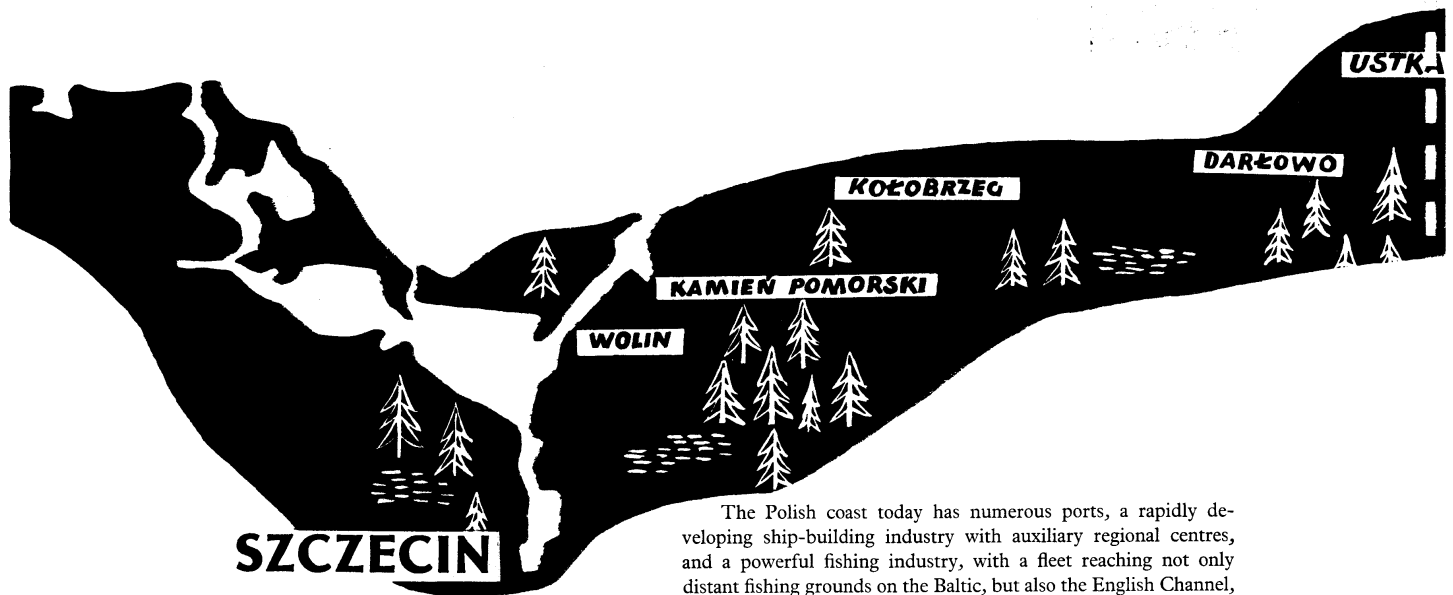
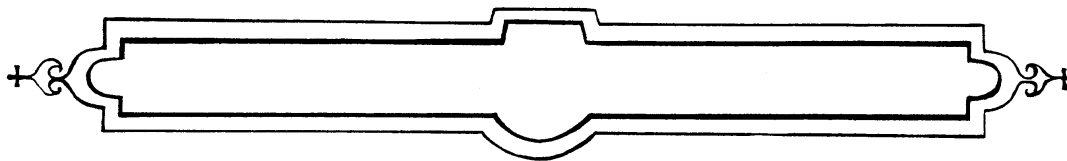
The steel for the construction of new sheds, warehouses and cranes, the machinery and all kinds of technical equipment, were provided by the industrial hinterland of the country, which has ceased to be a region producing only "raw materials and agricultural produce" and has become a country having a powerful metal industry.

The reconstruction of the technical port installations would have been unthinkable without the development of heavy industry. Neither, without steel and cement, would the port towns have risen from the rubble and be at the present time pulsating with life.

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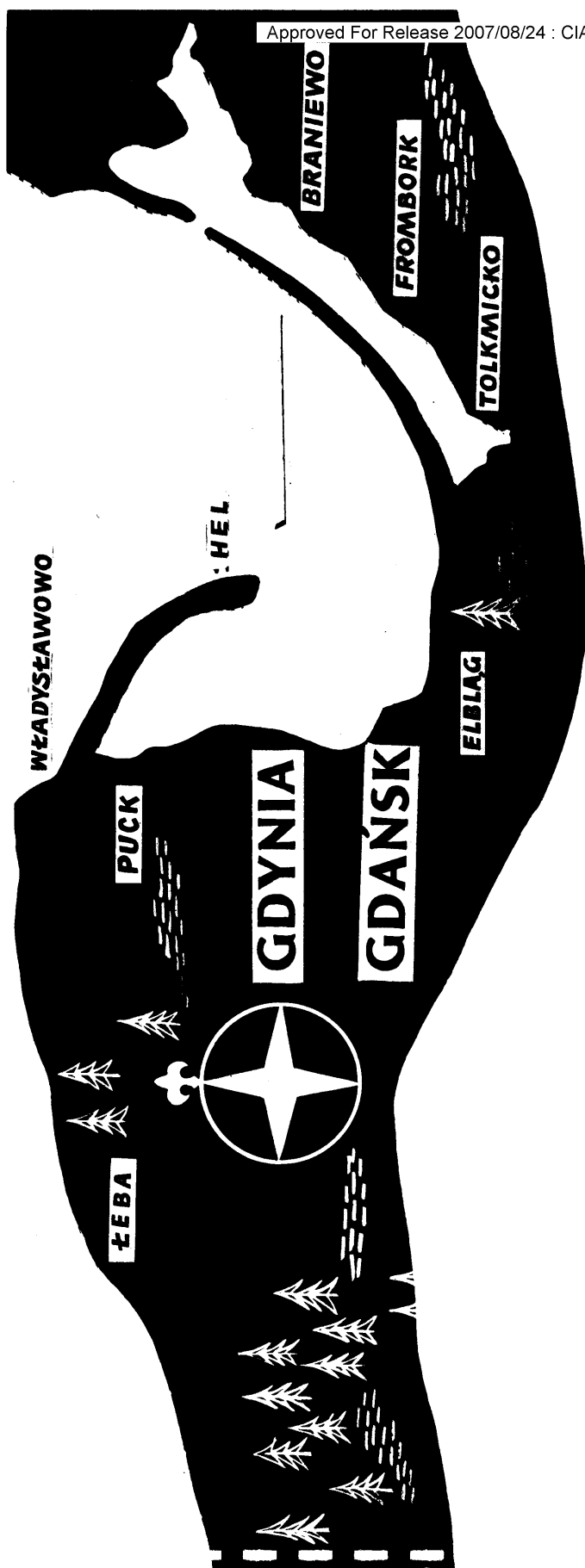


Before the war, Poland's access to the sea was limited to 120 km. of coastline with a single commercial port — Gdynia. Following the Second World War, the Yalta and Potsdam agreements changed the national frontiers, extending the maritime frontier to 500 km., the major part of the south-western shore of the Baltic. Such an extensive and varied coast is proper to the development of a maritime economy corresponding in potential to the strong economic hinterland of an industrialized country such as Poland has become during recent years.

The Polish coast today has numerous ports, a rapidly developing ship-building industry with auxiliary regional centres, and a powerful fishing industry, with a fleet reaching not only distant fishing grounds on the Baltic, but also the English Channel, the North Sea and the Northern Atlantic.

The ports on the Polish coast may be divided into three groups. The first consists of the great commercial ports: Gdańsk, Gdynia and Szczecin. Their technical equipment and the great depth of their basins makes them accessible to ocean-going vessels.

The navigability of the Vistula and Odra rivers makes the ports lying on the eastern and western sectors of the coast of the greatest importance in the transportation of certain goods, both seawards and in the opposite direction, to the important inland distribution centres.



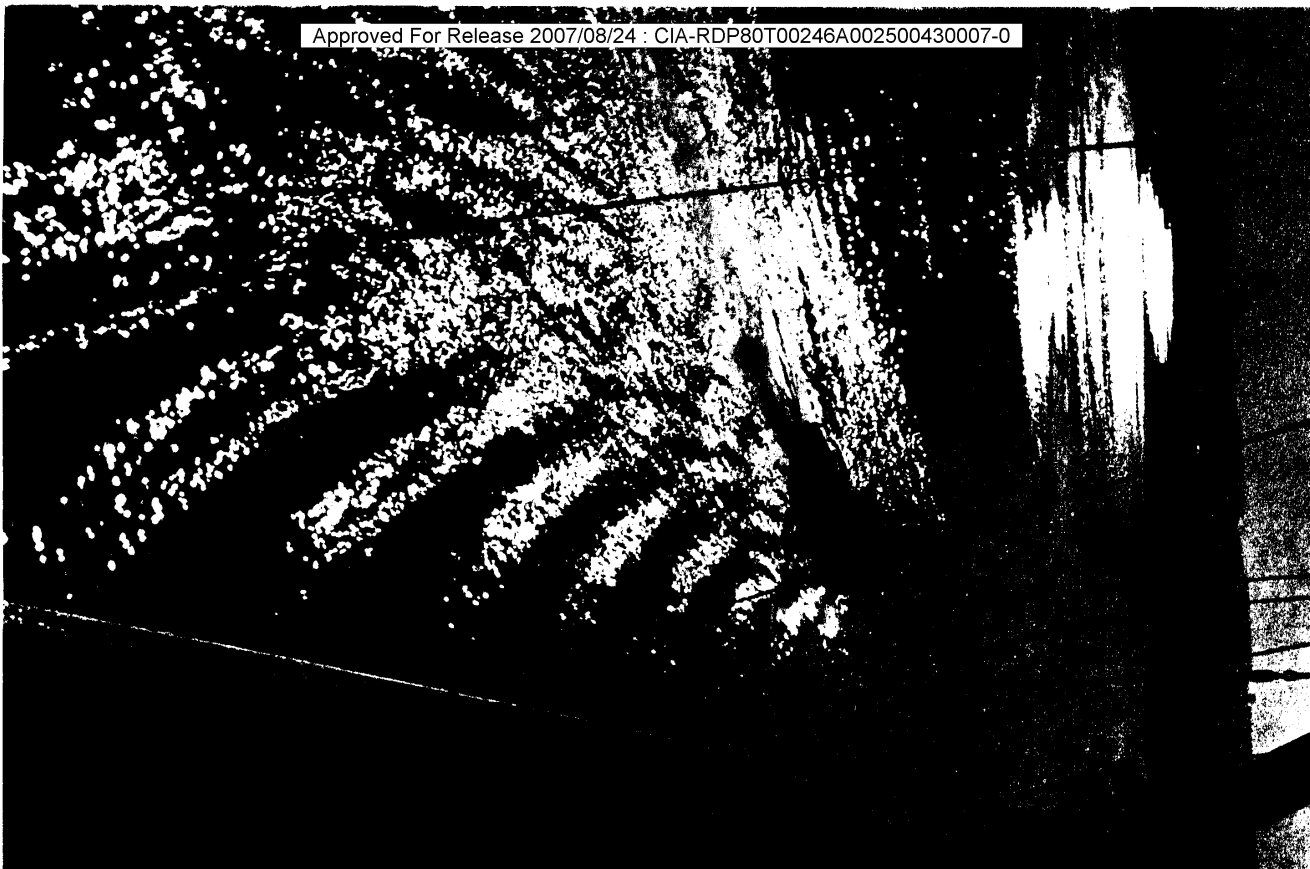
There are, moreover, transit shipments down the Odra; Czechoslovakia, in particular, makes considerable use of cheap transport freely through Poland.

The smaller Polish ports serve not only ships of lesser tonnage but also the fishing fleet. Władysławowo is, with its modern equipment and breakwaters, one of the safest of Baltic fishing ports. That is why Swedish, Danish and German cutters mostly favour Władysławowo and Hel, particularly during the salmon-fishing season.

The three ports of the central part of the coast — Darłowo, Kołobrzeg and Ustka — possess transloading devices and are also ideal for supplying the fishing fleet. At the mouth of the Odra, strictly speaking of the Świna, lies the new port of Świnoujście, built before the war, acting as a base for the deep-sea fishing fleet operating in the North Sea.

Ships of many countries enter Polish harbours — tramp steamers and merchantmen of the regular lines from different parts of the world, with crews of a variety of nations. The ships are rapidly and efficiently serviced, unloaded and loaded, and the crews are everywhere received hospitably in Seamen's Homes.

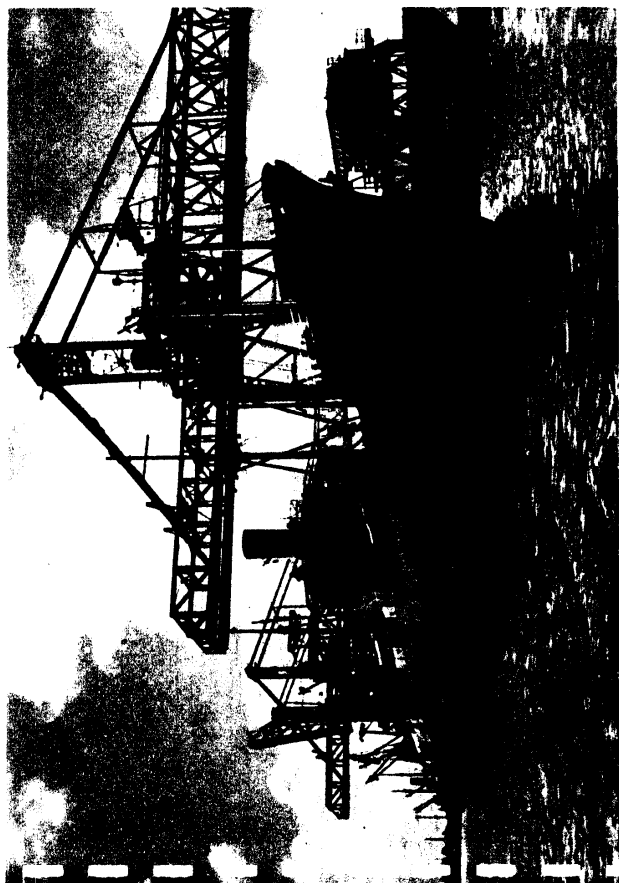
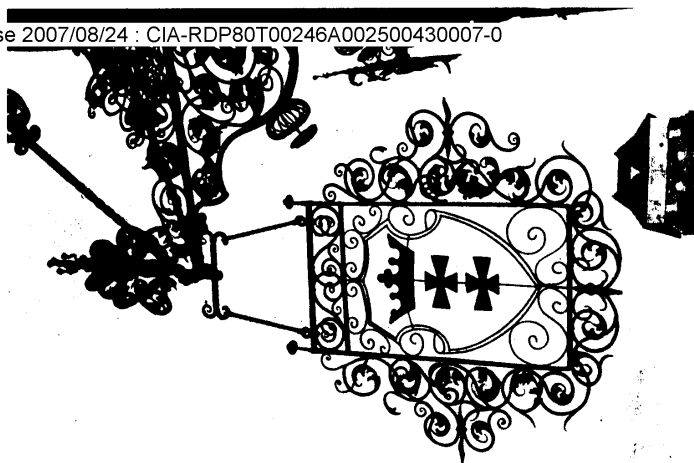
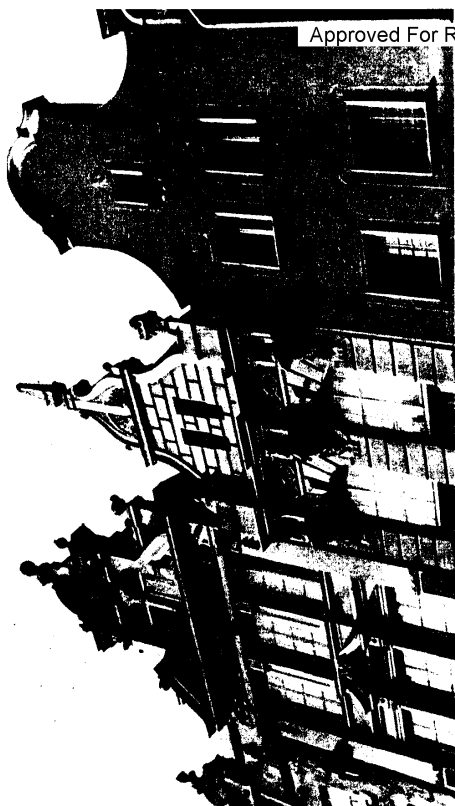
The frequency of sailings to Polish ports, and detailed Sailing Lists of Polish ships to the various continents, are published systematically in the Polish Merchant Marine Sailing List. This list may be obtained from the Port Authorities and agents of the "Polish Ocean Lines" and "Polish Maritime Shipping Lines".



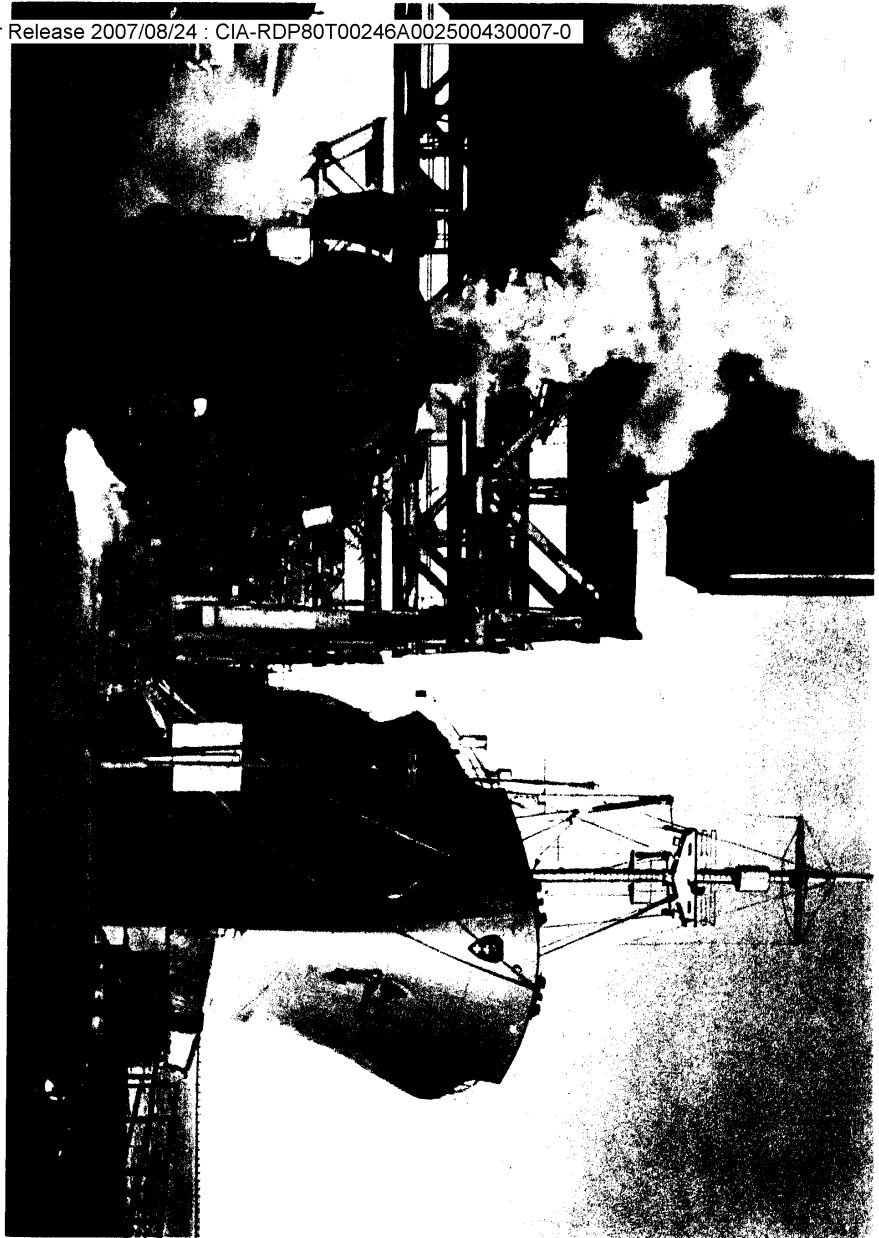
Gdańsk was founded around 990 A. D. During its nearly 1000-year history its development and prosperity have been due only to Poland and Polish foreign trade. Gdańsk was always one of the largest and richest ports of Europe, and its position as a great Baltic transloading and commercial centre has been maintained to this day.

The port has extensive, to some extent natural, docks formed in the branches of the Vistula delta. It lies under longitude 18° 40' East and latitude 54° 24' North. The depth of the maritime harbour is ample for great commercial vessels. The entry to the harbour is safe, presenting no navigational difficulties. The harbour entrance is flanked by moles, of which the eastern is the longer as protection against the prevalent East winds.

The port is equipped with cranes and transporter cranes of all kinds, possesses modern warehouses, grain elevators, containers for liquid goods, conveyor equipment for coaling from railway wagons. A modernized and extended network of railway lines makes it possible to handle all goods efficiently on land.



The centre of the city of Gdańsk was destroyed during war operations; it has already been largely rebuilt and connected up with the extensive suburbs and suburban industrial port zones, to form a single entity.



The reconstruction of the Old City, like that of the Old City in Warsaw, is being carried out so as to present as faithfully as possible all the old architectural features. At the same time, inside the houses, behind the fine Medieval façades, are modern, sunny apartments. Every day, there go up new walls of houses; every day some new house adds further charm to the city with a new splendid façade and brings it nearer to the beauty and magnificence of dignified tradition. The Polish Government is lavish in its appropriations to help Gdańsk in regaining as soon as possible its former magnificence.



Gdynia was, in 1923, a fishing village with little more than 1,000 inhabitants. Today it is a town of 120,000 inhabitants and the port has reached a transshipment capacity of over ten million tons a year.

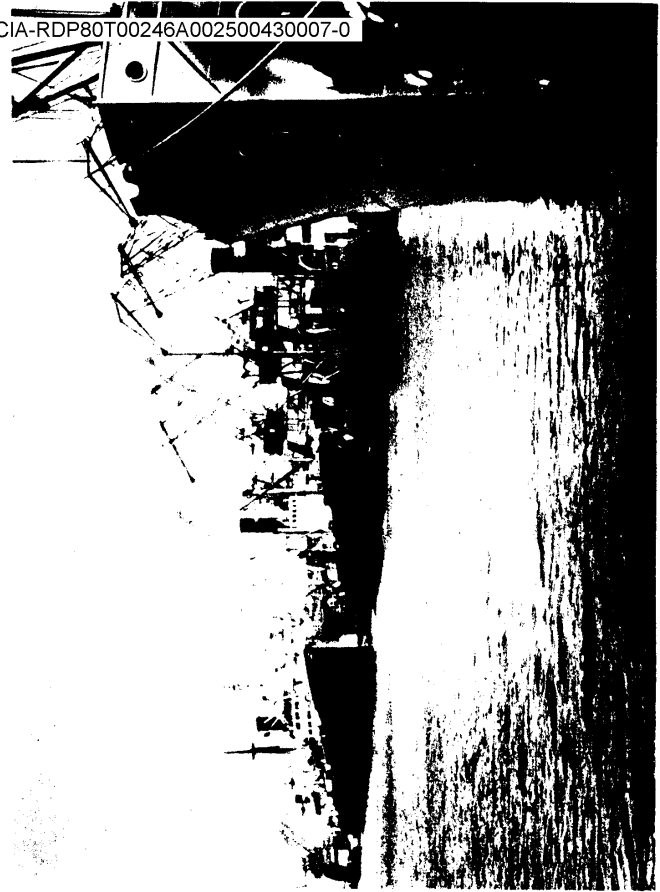
The port of Gdynia lies on the south-western shore of the Bay of Gdańsk, under latitude 54° 32' North and longitude 18° 34' East. Easy access to the port and safe anchorage off shore even during stormy weather winds is afforded by the Hel Peninsula, stretching far into the sea.

The port freezes only during exceptionally cold winters, but even then is kept open to shipping by powerful icebreakers. The harbour is equipped with all types of modern cranes, conveyor type transloading equipment with tipping devices, numerous warehouses and tanks for liquid fuels, an elevator, a rice husking mill, refrigerating plant, mechanical workshops, etc.

All this has considerably raised the efficacy of the port. It can undertake large-scale transloading, and also handles both general and heavy goods consignments in conditions ideal for shipowners.

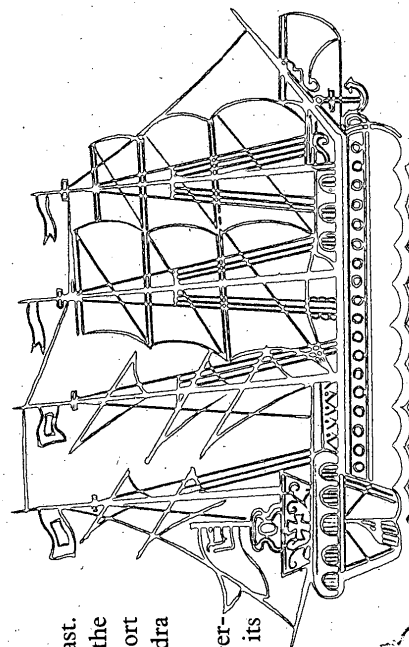
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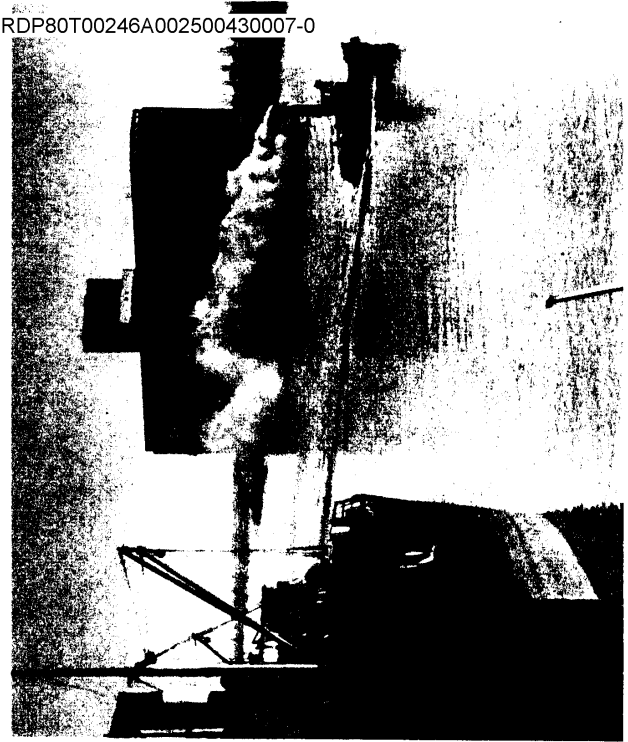
The port of Szczecin is situated under latitude  $53^{\circ} 23'$  North and longitude  $14^{\circ} 32'$  East. It is the largest natural port in the Baltic, embracing an area of about 920 hectares. It lies at the point where the river Odra flows into Lake Dab and the Szczecin lagoon. This extensive port has a multitude of natural basins and canals formed by the numerous branches of the Odra river. It lies 65 kilometres from the sea.

Szczecin was once the port for Berlin, allowed to fall into neglect in favour of other German ports, especially Hamburg and Bremen. Today, Szczecin is connected by the Odra and its

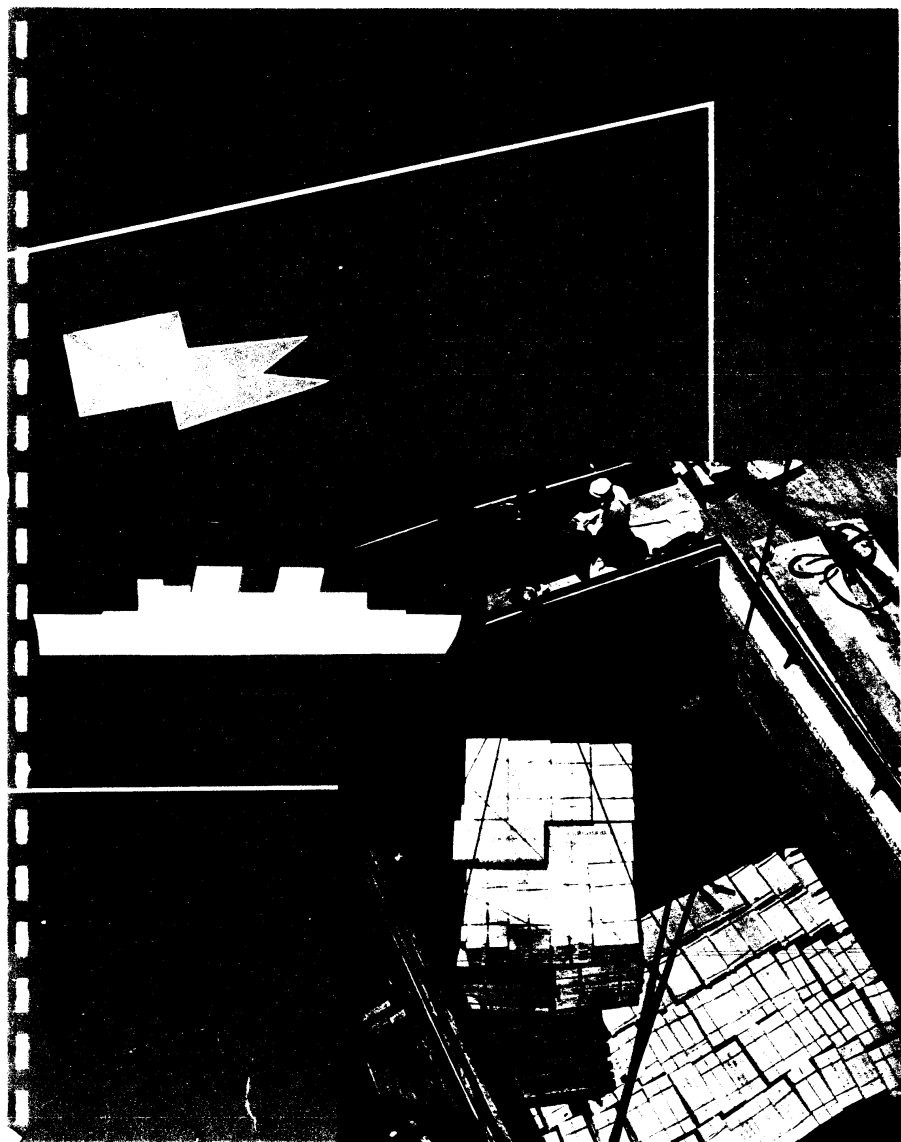
entire basin — 1,700 km. of waterways in all — with the great Silesian industrial region. It has become an important transloading port, serving the trade between the Scandinavian countries on the one hand, and Poland and the Danubian countries, on the other. Czechoslovak goods shipments, in particular, both exports and imports, make use of transit facilities on the over 700 kilometre-long course of the Odra.

The port of Szczecin has modern transloading equipment, including one of the largest grain elevators (43,000 tons) in Europe, numerous new warehouses and general goods cranes, built in the place of those destroyed during the war.

The city's economic life is also developing today, through the reconstruction of maritime shipyards and nearby industrial plants, operating in connection with the port. The great number of barges on the Odra bear witness to the increasing importance of Szczecin as a great transit port.







## POLFRACHT

"Polfracht" is a Polish chartering enterprise, arranging as general agent of the disposal of the goods, for appropriate maritime transport as between exporting and importing countries. This enterprise also acts on behalf of Polish shipowners, on the look-out for cargoes both Polish and foreign.

"Polfracht" is a member of "The Baltic and International Maritime Conference" in Copenhagen and, as one of the most important and reliable chartering companies on the European market, has wide connections with customers in other countries.

In the course of implementing all kinds of chartering orders covering millions of tons of goods every year, "Polfracht" has unrivalled experience over the entire field of chartering.

"Polfracht" will find a ship for any consignment in any direction. "Polfracht" will find a cargo for any ship on any voyage.

**POLFRACHT** Polish Chartering Company, 9, Świętojańska Street, Gdynia. Phones: 4991 to 4995.

Cables: POLFRACHT GDYNIA

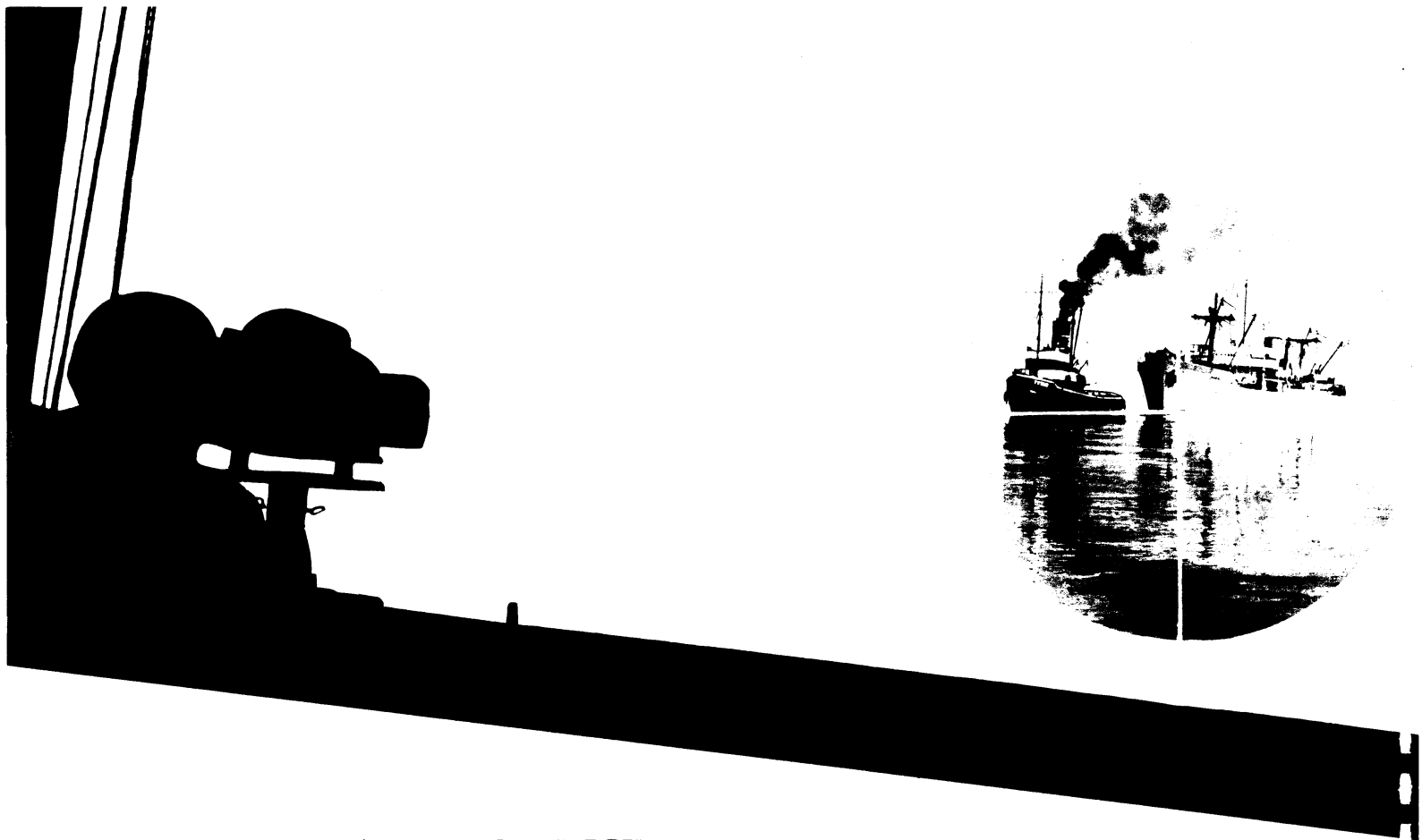
3, Plac Zwycięstwa, Szczecin. Phone: 5235.

Cables: POLFRACHT SZCZECIN

3, Hibnera Street, Warszawa. Phone: 62921.

Cables: POLFRACHT WARSZAWA

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## NAVIGATION SERVICE

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The navigation service in Polish ports operates conscientiously and efficiently from the moment a ship enters the port confines. The port authorities have available a fleet of pilot boats and powerful tugs, the mooring service functions day and night, and the port begins transloading punctually as provided for in contracts.

Polish maritime ports are accessible to shipping the whole year round. Even during hard frosts, the entrances and docks are never, thanks to the work of powerful ice-breakers, dangerous.

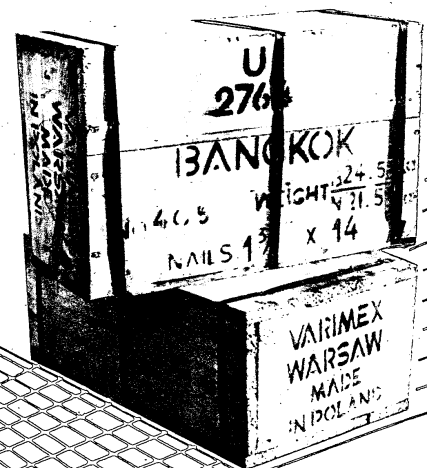
Ships advise arrival through brokers or declare their cargoes to the Port Authority by wireless. The call sign of the Gdańsk and Gdynia wireless stations is SPH; that of Szczecin — SPE.

The International Code is in force in Polish ports and in the Polish merchant marine.

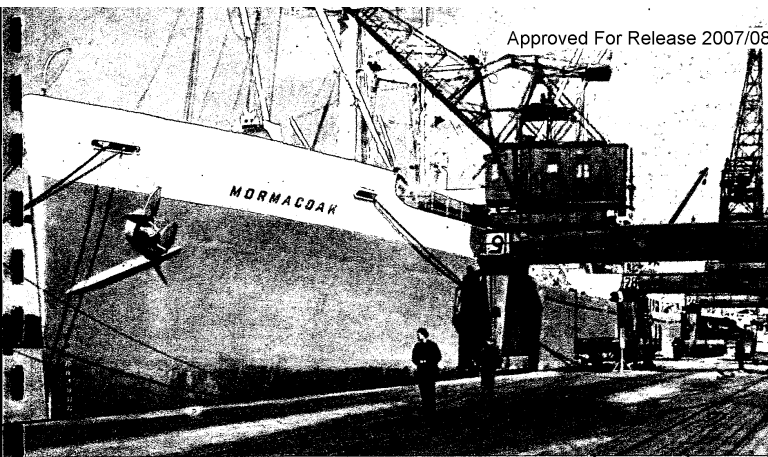




Agencja Morska, Shipbrokers,  
3, Rotterdamska Street, Gdynia.  
Phone: 3301. Cables: MAC GDYNIA.  
3, Plac Zwycięstwa, Szczecin.  
Phone: 4714. Cables: MAC SZCZECIN.



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## MARITIME AGENCY



"Agencja Morska" (Maritime Agency) is a great ship brokerage firm, dealing in Polish ports with all questions arising between shipowners on the one hand and ships and cargoes on the other — insurance, clearance and so on. "Agencja Morska" is in constant contact with Government agencies and port enterprises. This firm represents numerous shipping lines throughout the world, for which it performs all brokerage functions rapidly and with thoroughness. Included among those who avail themselves of the services of "Agencja Morska" are such lines of worldwide repute as "Svenska Amerika Linien, Göteborg", "Det Ostasiatiska Kompagni, København", "Koninklijke Rotterdamsche Lloyd".

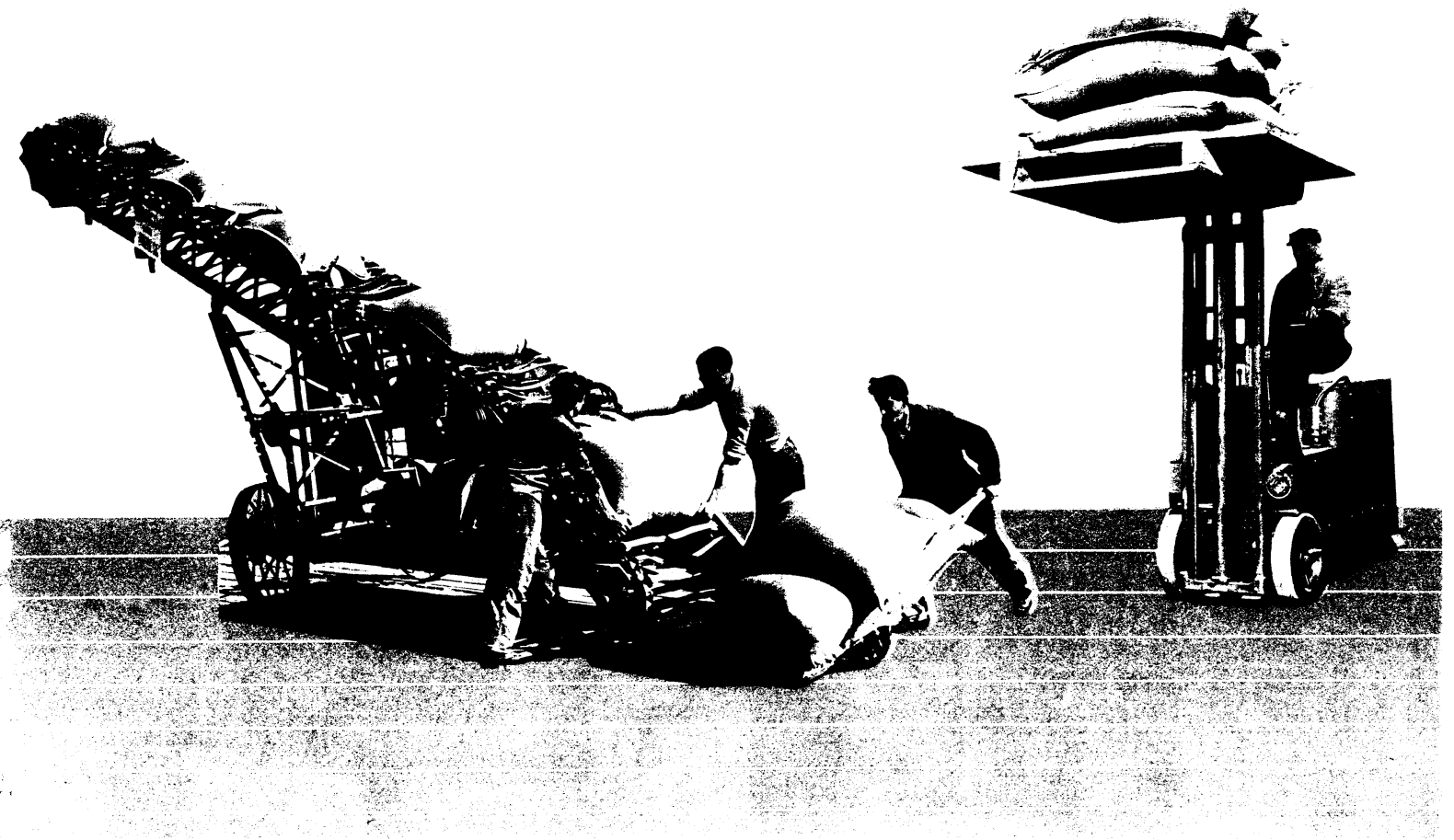
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Polish ports operate efficiently and rapidly by reason of their good transloading organisation and their far-reaching mechanization. For the transloading of bulk goods, they have conveyor loading equipment connected with tipping-waggon devices, gantry cranes, lift-bridges, floating and other cranes of different lifting power. There are elevators and transloading equipment, and tanks for liquid cargoes. The handling of general goods consignments is also largely mechanized.



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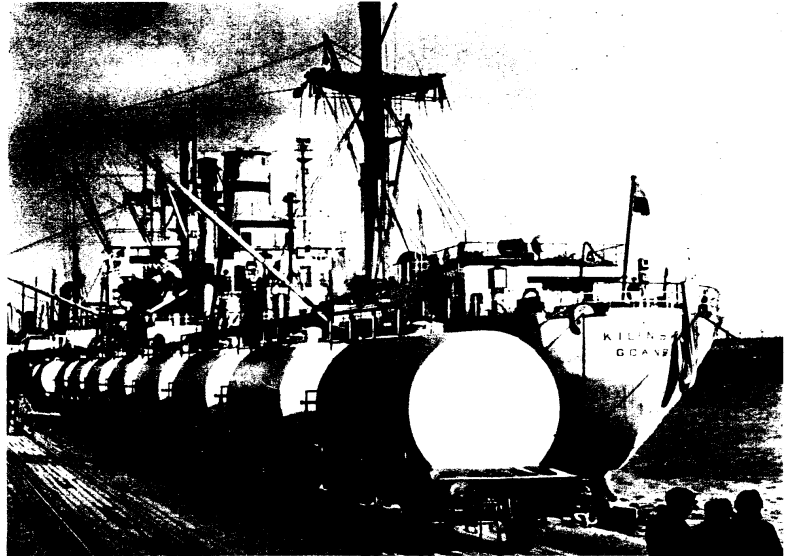
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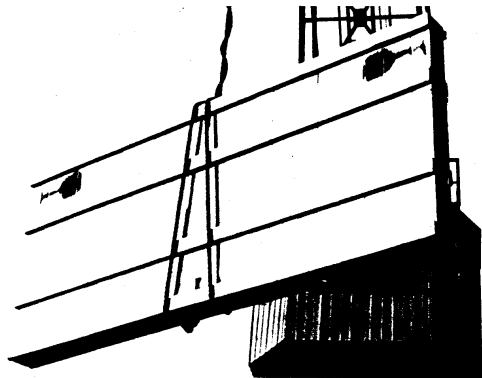
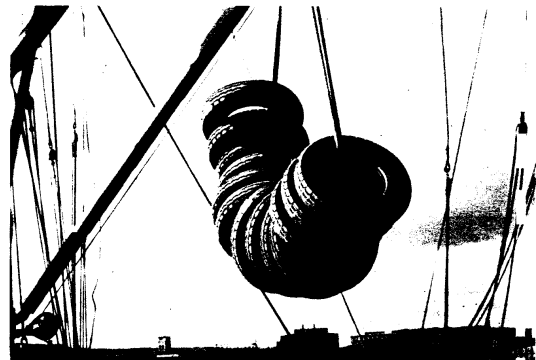
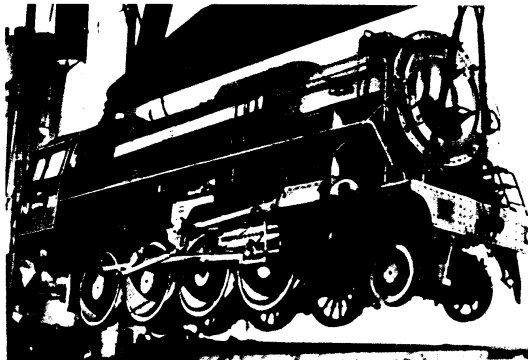


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Poland's exports embrace a most varied range of products. In addition to the traditional exports of coal, cement, rails and rolled iron goods, locomotives and a number of foodstuffs, such as ham, eggs, and berries, there is an increase in the exports of machine tools, precision tools and equipment, means of transport, chemicals and other goods.



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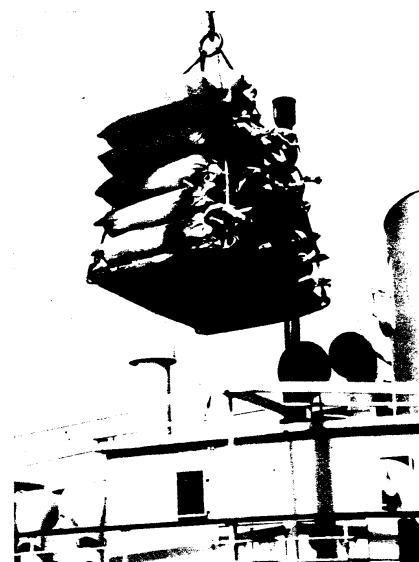
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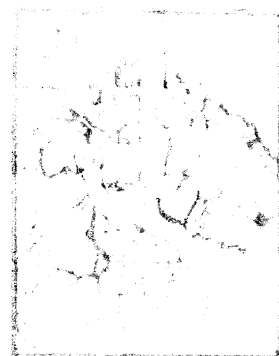


Millions of tons of these goods have during the last few years been shipped on vessels leaving for different parts of the world. A corresponding amount of other raw materials and industrial products have been discharged in Polish ports from ships flying a variety of flags.

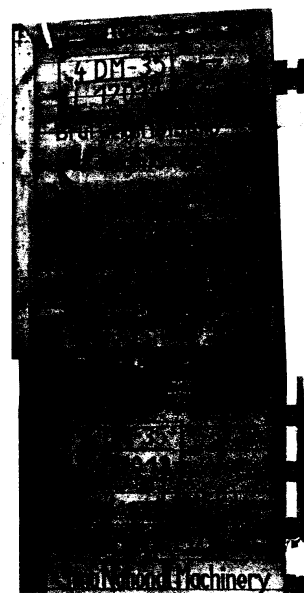
Dock staffs in Polish ports are prepared to carry out work of all kinds. They have due regard for both the goods and the ships, and are punctilious in completing the transloading operations according to the contract.

Loading and unloading is carried on, in principle, all round the clock, with the exception of the timber wharves, where — for safety reasons — the working day runs from 6 a. m. to 10 p. m. Work is stopped in the ports, except for exceptional circumstances, on Sundays and the following legal holidays: New Year's Day (January 1), Epiphany (January 6), Easter Sunday and Monday, Labour Day (May 1), Corpus Christi, Independence Day (July 22), Feast of the Assumption (August 15), All Saints' Day (November 1), Christmas Day and Boxing Day (December 25 and 26).

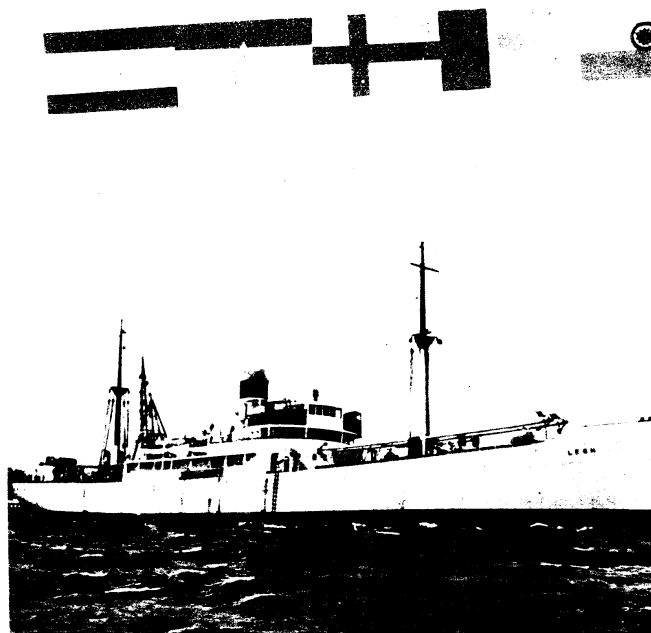
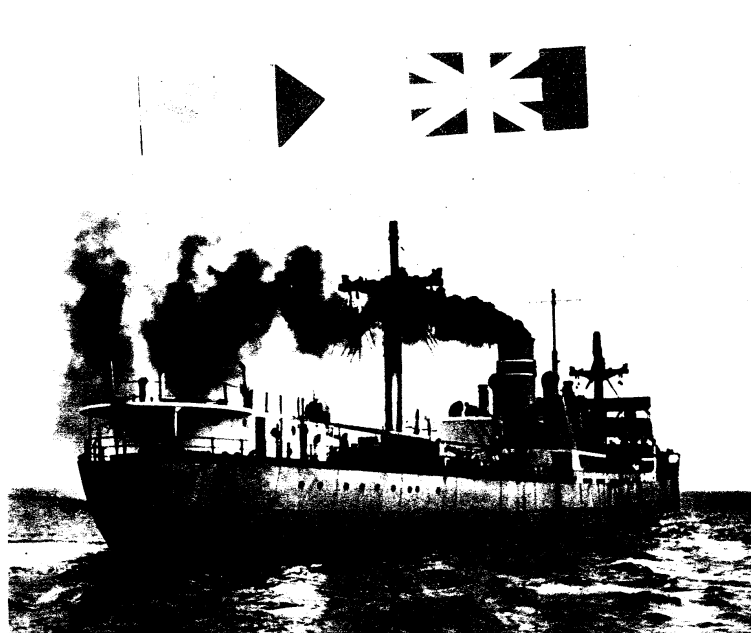
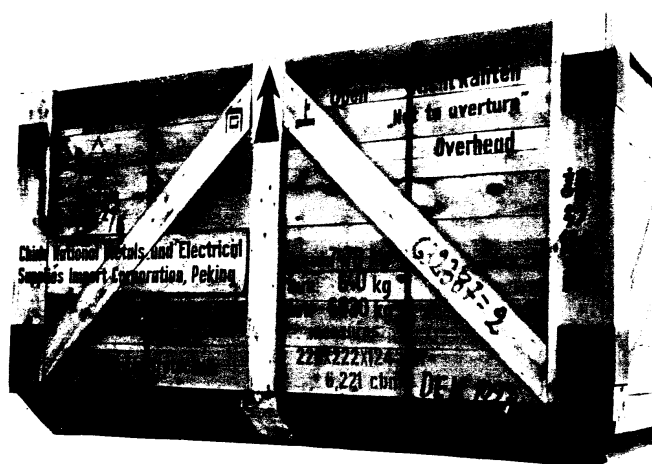




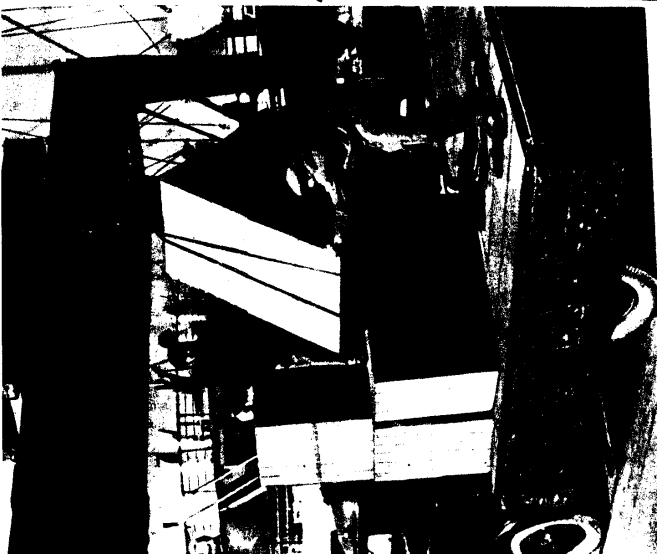
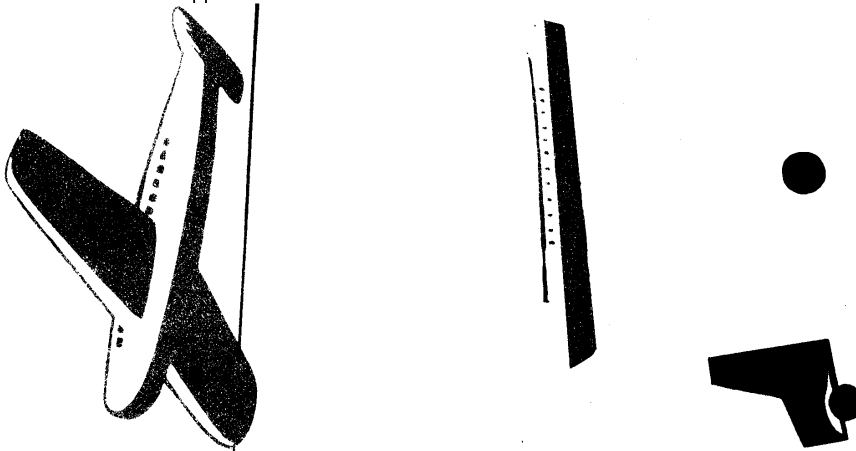
A favourable geographical situation has predestined Polish ports to the role of operating transit services on a large scale. The port of Szczecin is particularly attractive in this respect, being connected with the distant hinterland by a convenient and economic means of communication -- the River Odra. Special rates on Polish State Railways also encourage transit traffic through the ports of Gdańsk and Gdynia.



Poland's interest in the development of international trade is indicated by the fact that her ports grant preferential rates to land-to-sea transit cargoes. The following are among countries at present making use of transit facilities through Polish ports and territory: Sweden, Denmark, Czechoslovakia, the German Democratic Republic, the Soviet Union, Hungary, Austria, the United Kingdom.



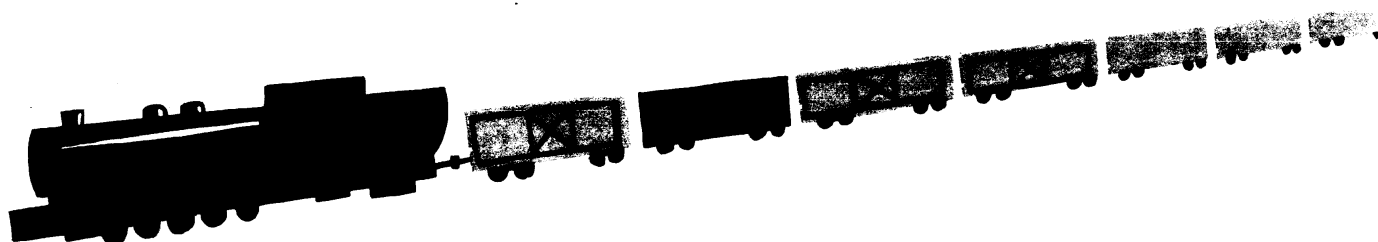




International Forwarders.

Warsaw — Head Office: 26, Przemysłowa Street. Phone: 85071.  
Offices: 27, Aleje Jerozolimskie. Phone: 86606. Cables: CEHARTWIG WARSZAWA.  
Gdansk — 3, Na Zaspy Street, Nowy Port. Phones: 33101 to 33106. Cables: CEHARTWIG GDANSK  
Gdynia — 7, Derdowskiego Street. Phone: 39817. Cables: CEHARTWIG GDYNIA  
Szczecin — 3, Plac Zwycięstwa Phone: 5532. Cables: CEHARTWIG SZCZECIN.  
Stalinogród — 37, Słowackiego Street. Phones: 34501, 34502. Cables: CEHARTWIG STALINOGRÓD.

**C. HARTWIG Co. Ltd.**



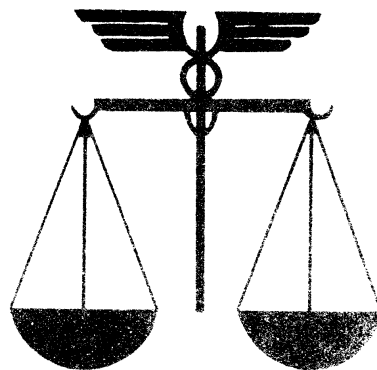
The enterprise which specialises in handling export and import goods as well as in transit traffic through Polish territory, and especially through the ports of Gdynia, Gdansk and Szczecin, is C. Hartwig Co. Ltd.

This enterprise has agents at all the chief land and sea frontier posts, where it undertakes whatever is connected with international forwarding. Thus, on customers' instructions, and under contract, C. Hartwig Co. Ltd. guarantees means of conveyance, organises transloading, warehousing, qualitative and quantitative supervision of goods, insurance of consignments in transit or in storage, prepares shipping documents, etc.

Some of these functions are entrusted by C. Hartwig Co. Ltd., in the name of customers, to specialist firms, but they themselves accept responsibility for the proper execution of the entire order.

In addition, on the basis of extensive documentation, C. Hartwig Co. Ltd. has available information and advice of all kinds, in matters concerning international forwarding charges and appropriate formalities; they are able to advise on organising shipments in the most advantageous manner.

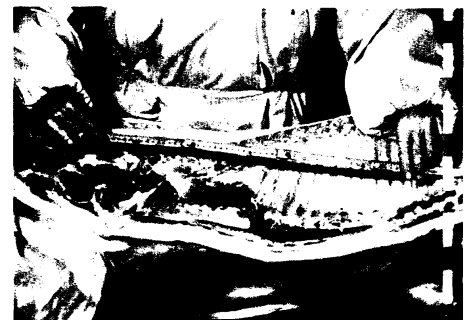
C. Hartwig Co. Ltd. have, in the course of their long experience, acquired the full confidence of both Polish and foreign disponents.

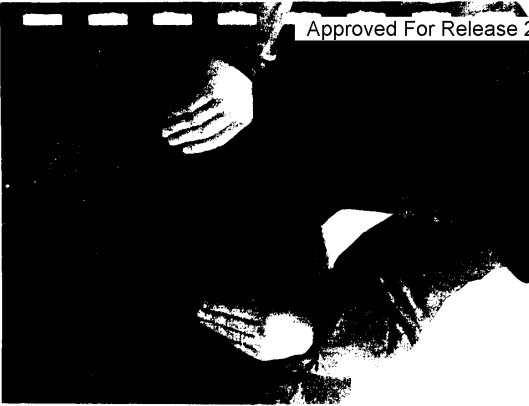


Conscientious, expert and rapid qualitative and quantitative supervision of the goods concerned in commercial transactions — export, import and transit — plays an important part in international trade.

Supervising and control of consignments as regards determination of weight, measure and quantity, taking of samples, qualitative examination, laboratory analyses and expression of specialist opinions, issuance of certificates — all these are, in Poland, the responsibility of POLCARGO.

The functions enumerated above are performed by Polcargos as affecting goods (raw materials, semi-finished and finished goods) covered by foreign trade transactions.





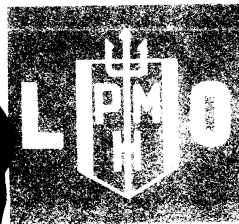
Polcargos has a large staff of experts and a splendidly equipped chemical analysis laboratory. It also makes use, if required, of the laboratories of scientific research institutions throughout the country.



## POLCARGO

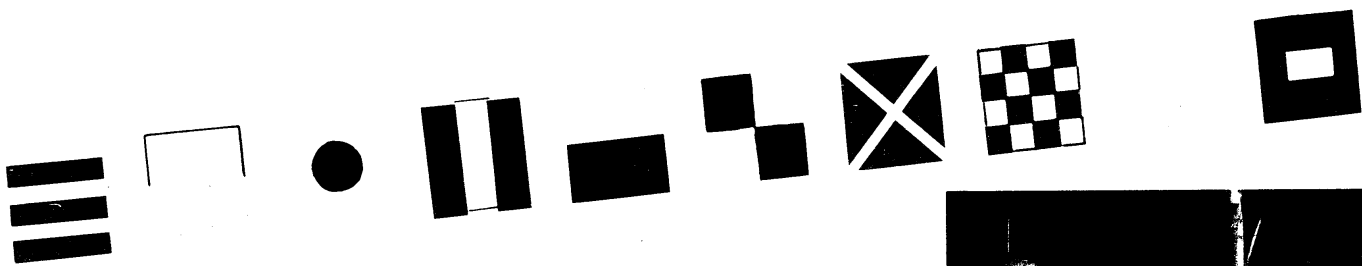
### CARGO SUPERVISION AND CONTROL National Enterprise

6, Pułaskiego Street, Gdynia.  
Phones: 39571, 39271.  
Branches of "Polcargos" in other Polish towns:  
Gdynia — 6, Pułaskiego Street. Phone: 1264.  
Gdańsk — 59, Kaszowa Street. Phone: 5131.  
Szczecin — 10, Mickiewicza Street. Phone: 5131.  
Warsaw — 22, Miodowa Street. Phone: 20369.  
Stalino — 13, 15, Stalino Street. Phone: 20369.  
Cracow — Railway Station.  
Rzeszów — Railway Station.  
Zurawica

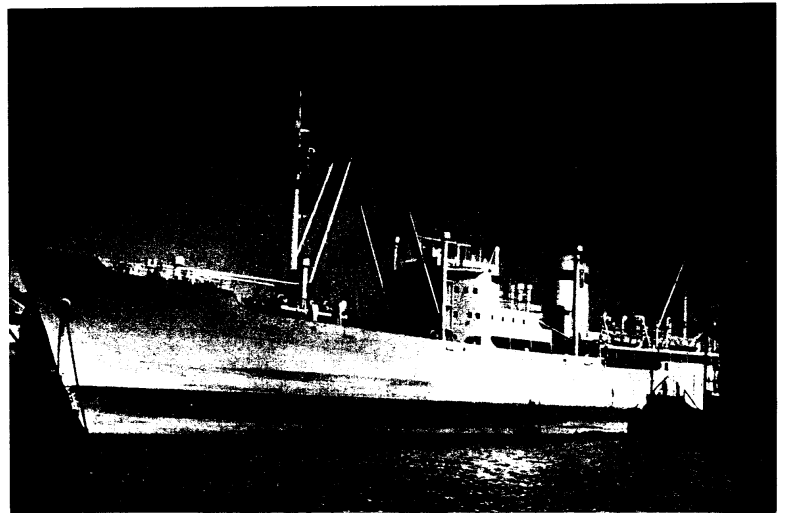
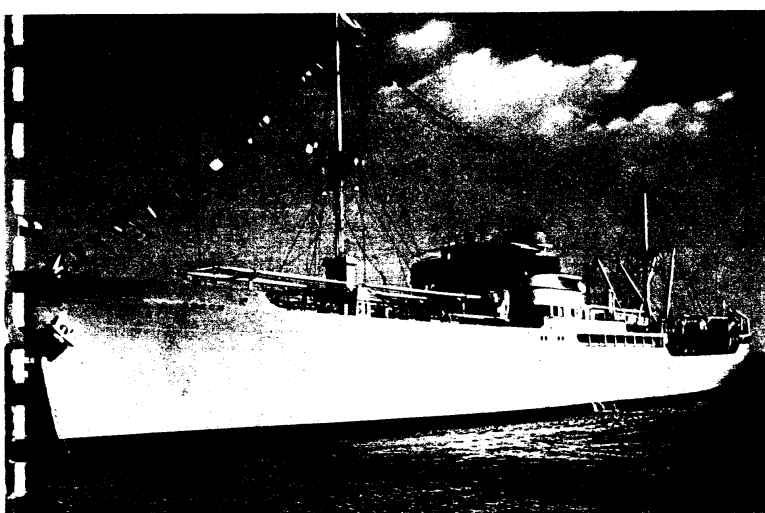
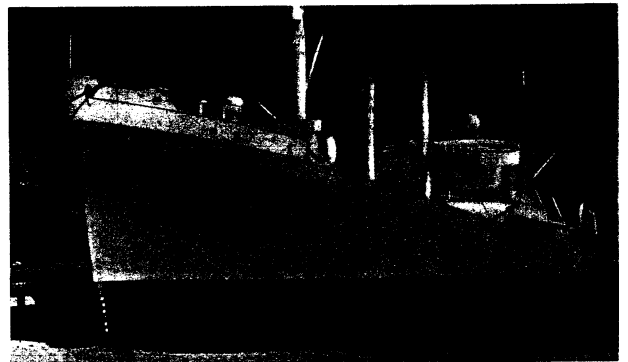


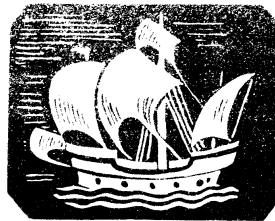
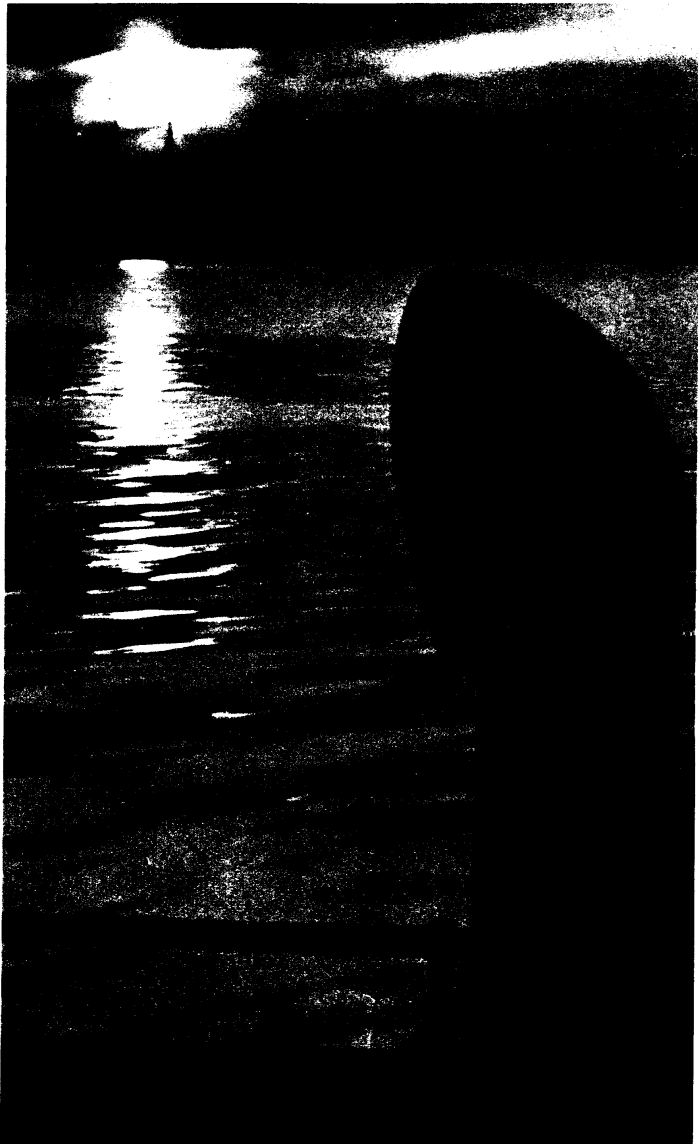
The Polish Merchant Navy has at its disposal up-to-date commercial vessels of various types, and is capable of coping with a large proportion of Polish foreign trade and that of other countries, providing convenient cargo transport between Polish ports and those of all continents. Ships flying the Polish flag maintain constant links with 31 countries throughout the world. These links include regular lines to all European maritime countries, as well as to Egypt, Sudan, Turkey, Syria, Lebanon, Israel, India, Pakistan, Ceylon, Indonesia, China, Brazil, Argentina and Uruguay.

The ships of the Polish Merchant Marine are operated by two State enterprises — the “Polish Ocean Lines” in Gdynia, and the “Polish Steamship Company” in Szczecin.



"Polish Ocean Lines" run transoceanic shipping lines. The ocean-going liner m/s "Batory" (14,287 gross tons), maintains regular communication on the Gdynia—Southampton—Karachi—Bombay route.





P. O. L. freighters run regular services on the following lines:

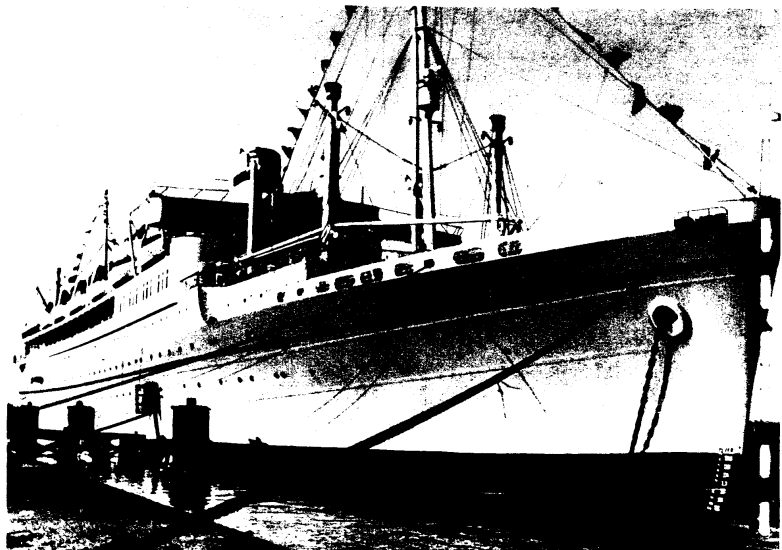
Gdynia — Hull,  
Gdynia — London,  
Gdynia — Szczecin — Rotterdam,  
Gdynia — Szczecin — Antwerp,  
Gdynia — Szczecin — Hamburg,  
Gdynia — Near East and Black Sea ports,  
Gdynia — South American ports,  
Gdynia — India and Pakistan.

Polish Ocean Lines have available all kinds of ships, for different purposes, adapted to distant maritime transport. They accept both large consignments and general cargo for transportation to the ports mentioned. Most of their freighters also have a certain number of comfortable passenger cabins.

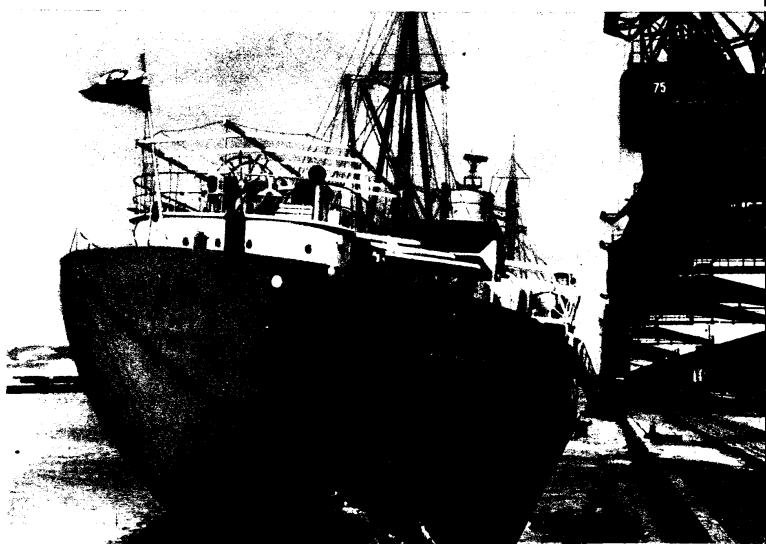
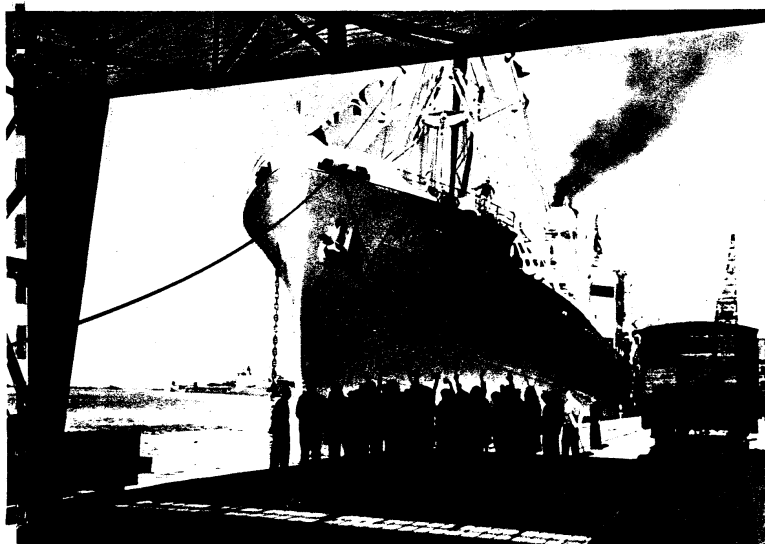
Polskie Linie Oceaniczne, 24, 10-go Lutego Street, Gdynia.

Phones: 2901 to 2910. Cables: POLOCEAN GDYNIA

General agents and agencies in all important world ports.

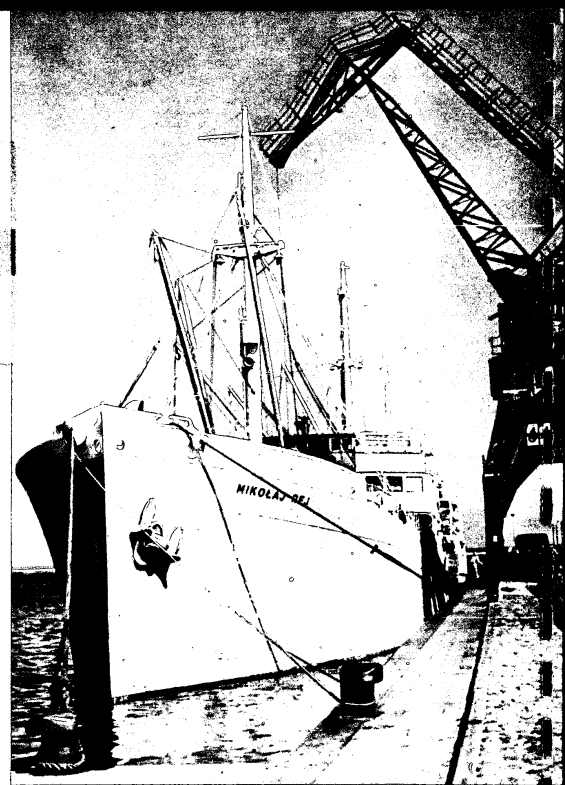
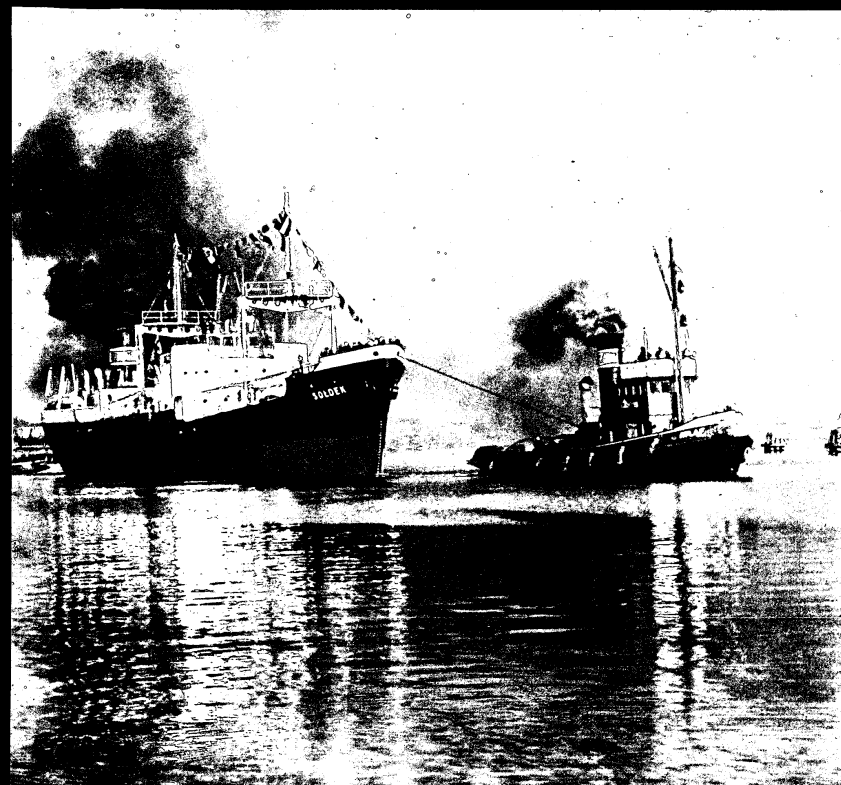


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Ships of the Polish Shipping Lines maintain regular services on the following routes:

Szczecin — Gdańsk — Stockholm,  
Szczecin — Gdynia — Göteborg — Oslo — Rostock,  
Szczecin — Gdynia — Malmö — Copenhagen — Rostock,  
Szczecin — Helsinki — Rostock,  
Gdańsk — Helsinki,  
Szczecin — London — Rouen,  
Szczecin — London — Rostock.

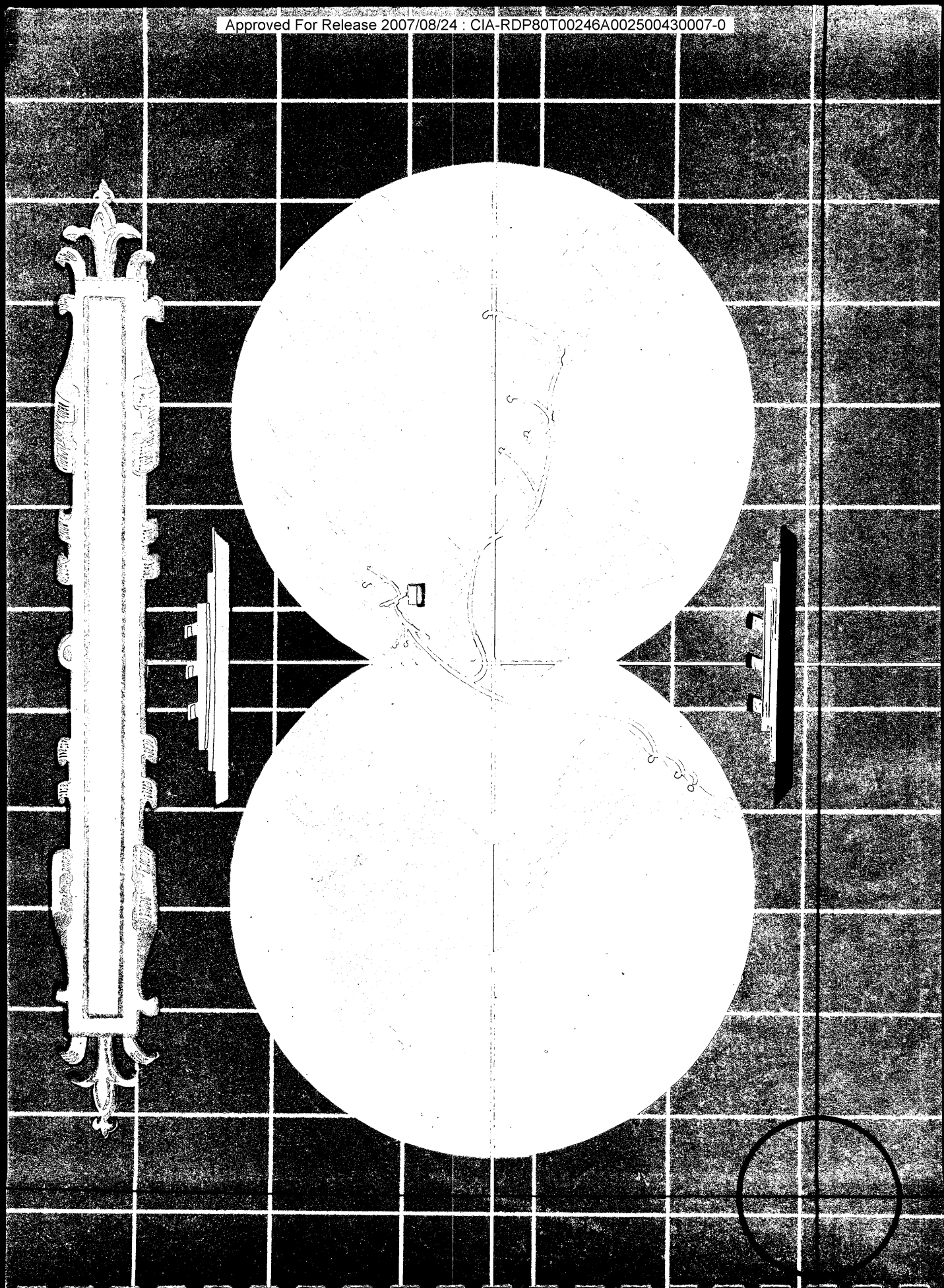
Tramp steamers of the Polish Shipping Lines carry both bulk and general cargoes between all the ports of Europe.

Polska Żegluga Morska, 43/44, Małopolska Street, Szczecin.

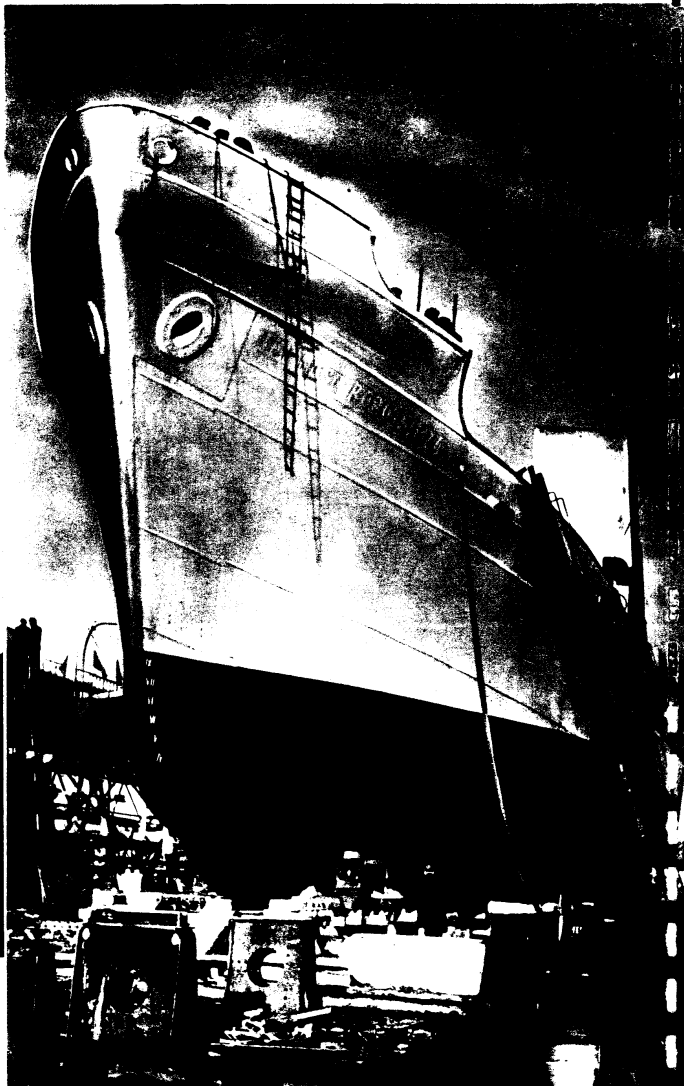
Phone: 6021. Cables: POLSTEAM SZCZECIN

General agents and agencies in all important European ports.

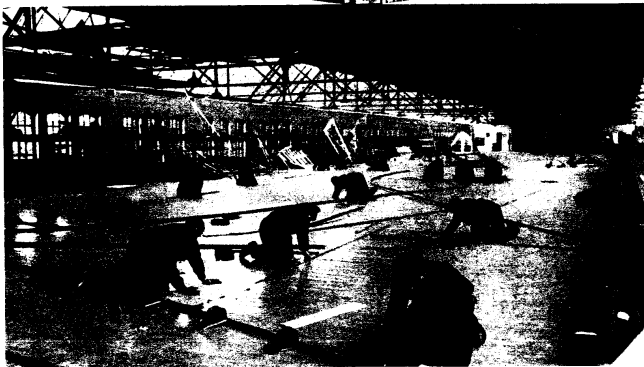
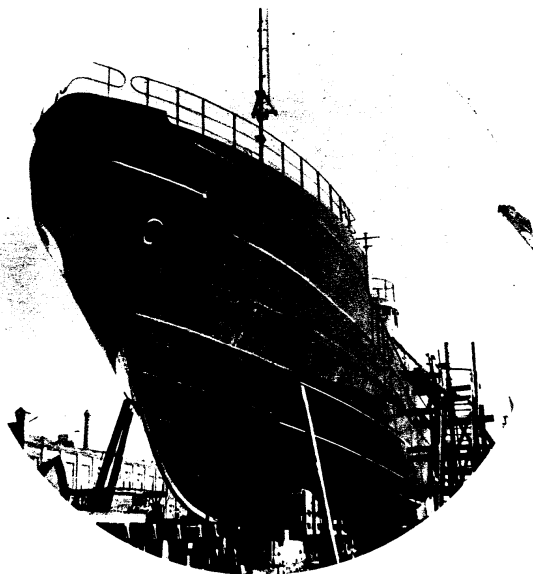




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## CENTROMOR

The fact of having its own shipbuilding industry is one of the foundations which has made the development of Polish shipping possible. The industry is producing at the present time many up-to-date types of commercial and fishing vessels, super-trawlers, coal and ore-ships, general cargo ships and ships of other types. The characteristic qualities of ships built in the Polish yards are: reliability, economy of operation, rational lay-out of the engines in order to facilitate servicing of the engines and of turbo-generators, comfortable accommodation for the crew and spacious mess-rooms.

Certain types of ships, such as, for instance, fishing trawlers and general cargo trawlers, are also mass-produced for export, and are highly thought of by shipowners.

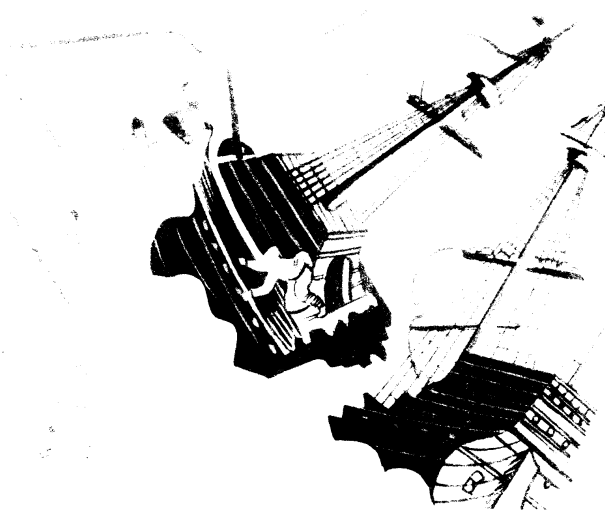
The exporters of ships and ships' equipment are:

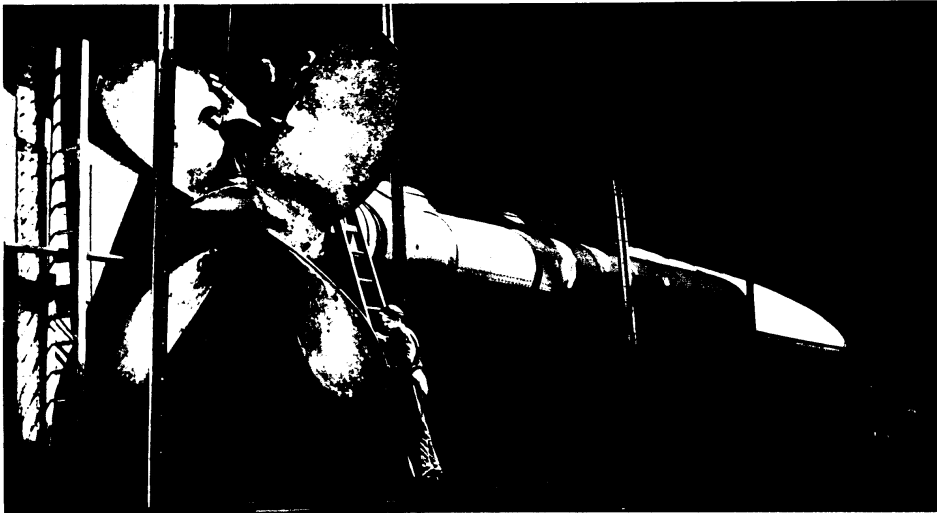
CENTROMOR

Import and Export Office for Maritime Craft and Equipment,  
49, Mokotowska Street, Warsaw.

Phone: 86121. Cables: CENTROMOR WARSZAWA.

The shipbuilding industry offers its services — quite apart from the export of ships — for the overhauling of all floating craft, from fishing smacks to the largest freighters.

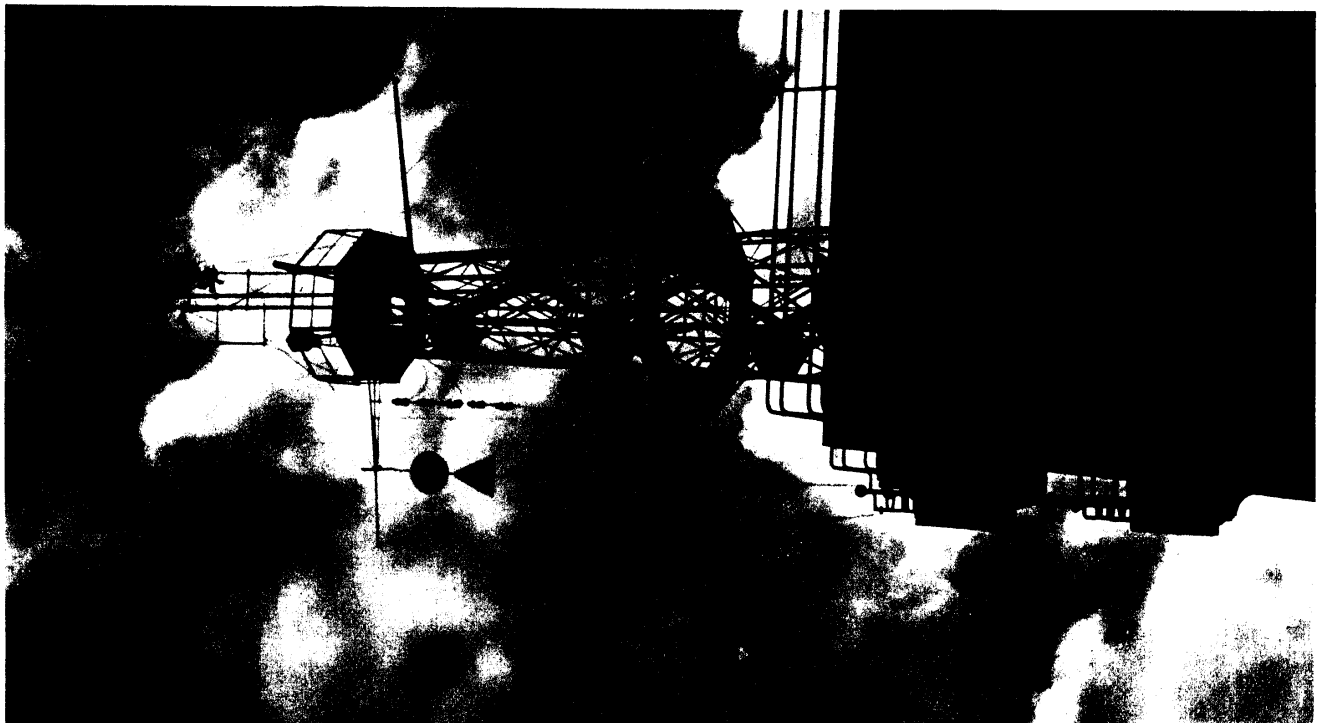
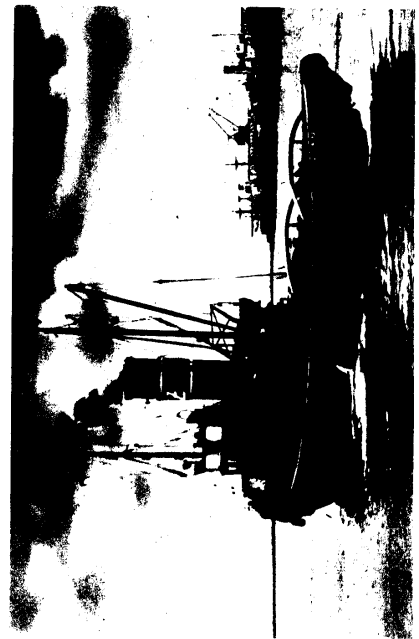
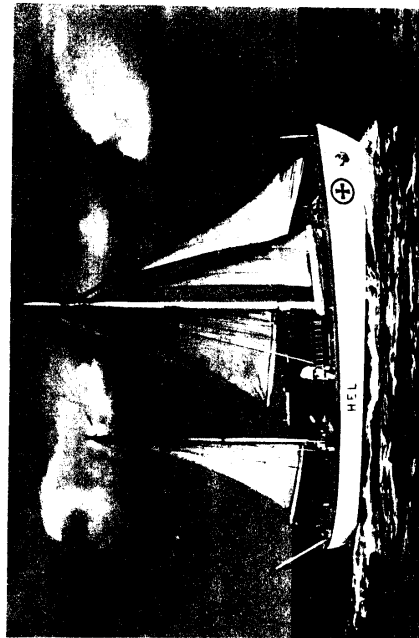
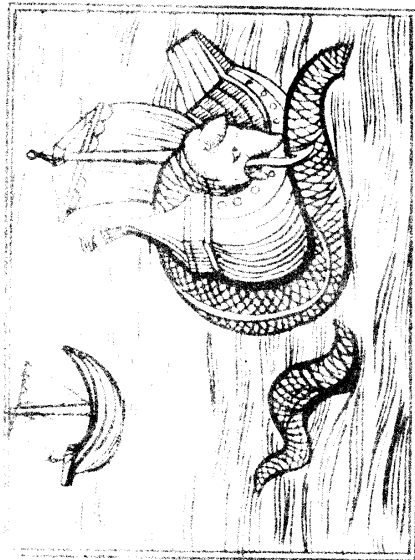




The Polish shipbuilding industry has considerable experience in the overhauling of ships. Polish shipyards carry out classification inspections of ships. Polish shipyards also go in for converting ships and crews' quarters, overhauling of main and auxiliary engines, turbogenerators and deck installations, and for work of any other kind on ships of wood or metal hulls.

Information concerning ships' overhauls in Polish shipyards may be obtained at the offices of CENTROMOR — Import and Export Office for Marine Craft and Equipment, Shipbuilding, Drydocking, Quayside and Anchorage Repairs.

Head Office: 49, Mokotowska Street, Warsaw. Branch Offices: 31, Jana z Kolna Street, Gdańsk. 1, Hutnicza Street, Szczecin.

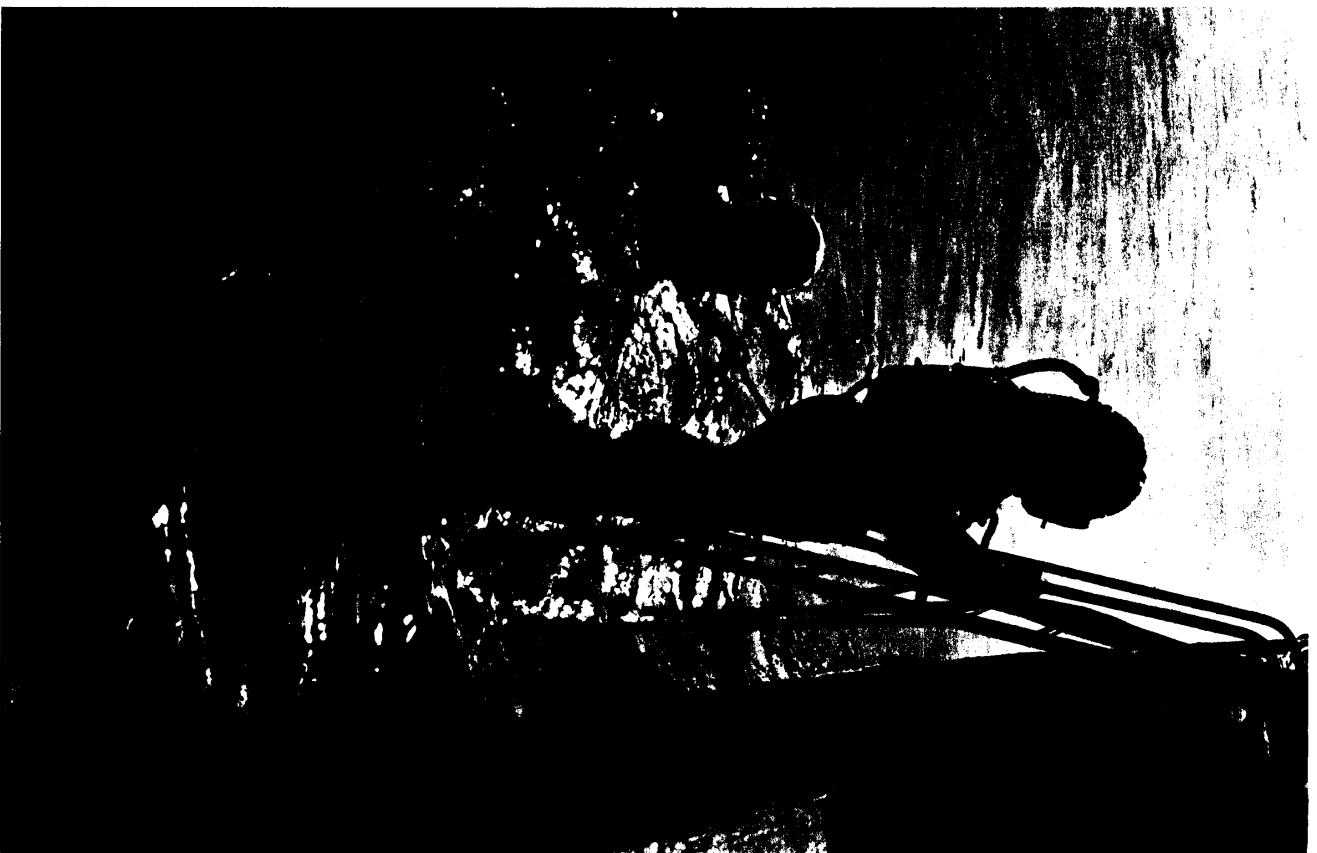
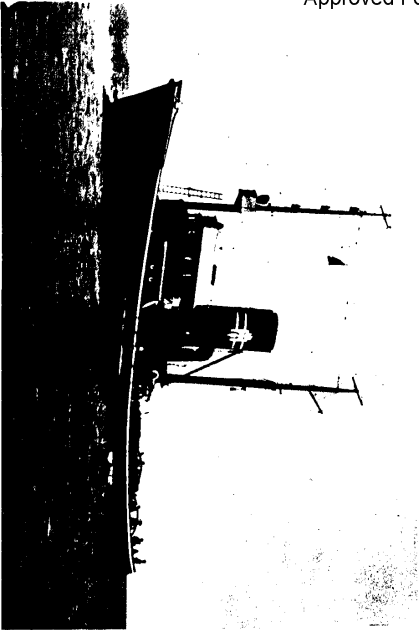
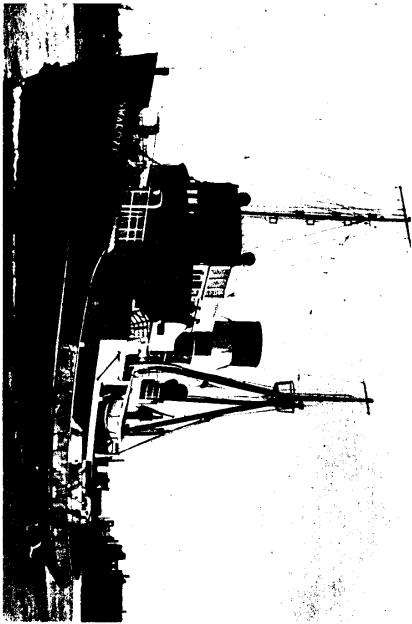


The salvage service disposing of modern equipment has branches in all ports along the Polish Coast.

The Polish ship salvaging service has executed a number of very difficult tasks in the most difficult technical conditions. Its salvage men have, often with the help of devices of their own design, raised from the ocean bed dozens of hulks which, sunk during the war, were constituting a serious peril to shipping. One of their major achievements was the refloating of the German battleship "Gneisenau" (26,000 tons) blocking the principal entrance to the port of Gdynia.

The Polish ship salvaging service now undertakes all kinds of work connected with floating ships sunk in ports and at sea. Consultation at any time without obligation.

CENTROMOR  
Import and Export  
Office for Marine  
Craft and Equip-  
ment,  
Ship Salvage  
Division, 49, Moko-  
towska Street, War-  
saw. Phone: 86121.  
Cables :  
CENTROMOR  
WARSAWA





# POLSKA IZBA HANDLU ZAGRANICZNEGO KOMISARIAT AWARYJNY

GDYNIA  
ul. Puławskiego 6

Telefon 20-20

Adres telegraficzny:  
GDYNIA "AGAVE"

Polish Chamber of Foreign Trade  
AVERAGE AGENCY OFFICE

ATEST AWARYJNY Nr  
SURVEY REPORT No.

1. a. Odbiorca towaru  
Consignee of goods

b. Na czyj wniosek dokonano inspekcji towaru  
Name of Applicant for Survey

c. Port załadowania i data wysyłki towaru  
Port of Loading and date of shipment of goods

d. Jeżeli towar był przeladowany w drodze —  
nazwa pierwszego statku oraz data i miejsce  
przeladowania  
If goods transhipped en route — name of first  
vessel and date and place of transhipment

e. Nazwa statku, którym towar został przeladowany

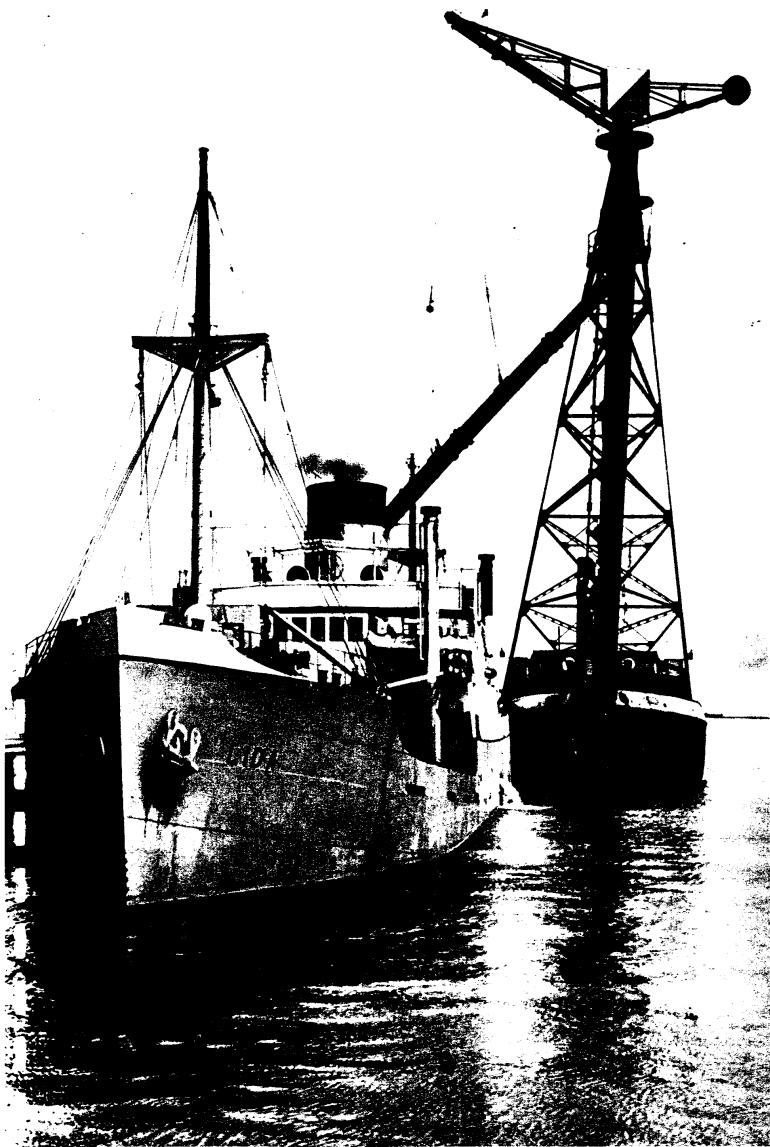
Państwowy Zakład Ubezpieczeń, Head  
Office: 5, Traugutta Street, Warsaw.  
Cables: PEZUW WARSZAWA  
Port Branches:  
5, Plac Konstytucji, Gdynia.  
34, Matejki Street, Szczecin.

The insurance of maritime cargoes and of ships is, in Poland, the responsibility of the Państwowy Zakład Ubezpieczeń — P. Z. U. (State Insurance Institution) — which co-operates with supervising and control enterprises and reinsures its policies with the leading world insurance concerns.

P. Z. U. serves the interests of Polish foreign trade in all branches of insurance, covering land, sea and air transport. For maritime cargoes, the clauses recognised by the International Union of Marine Insurance, of which P. Z. U. is a member, are applied.

P. Z. U. settles all claims for damage in transit quickly and efficiently. The basis of compensation for damage, as well as for computing losses, are statements of average adjusters at home and abroad, or statements made out by Lloyd's agents. Matters affecting general averages are arranged by a special department of the Polish Chamber of Foreign Trade, which makes out average adjustments on international principles.

P Z U



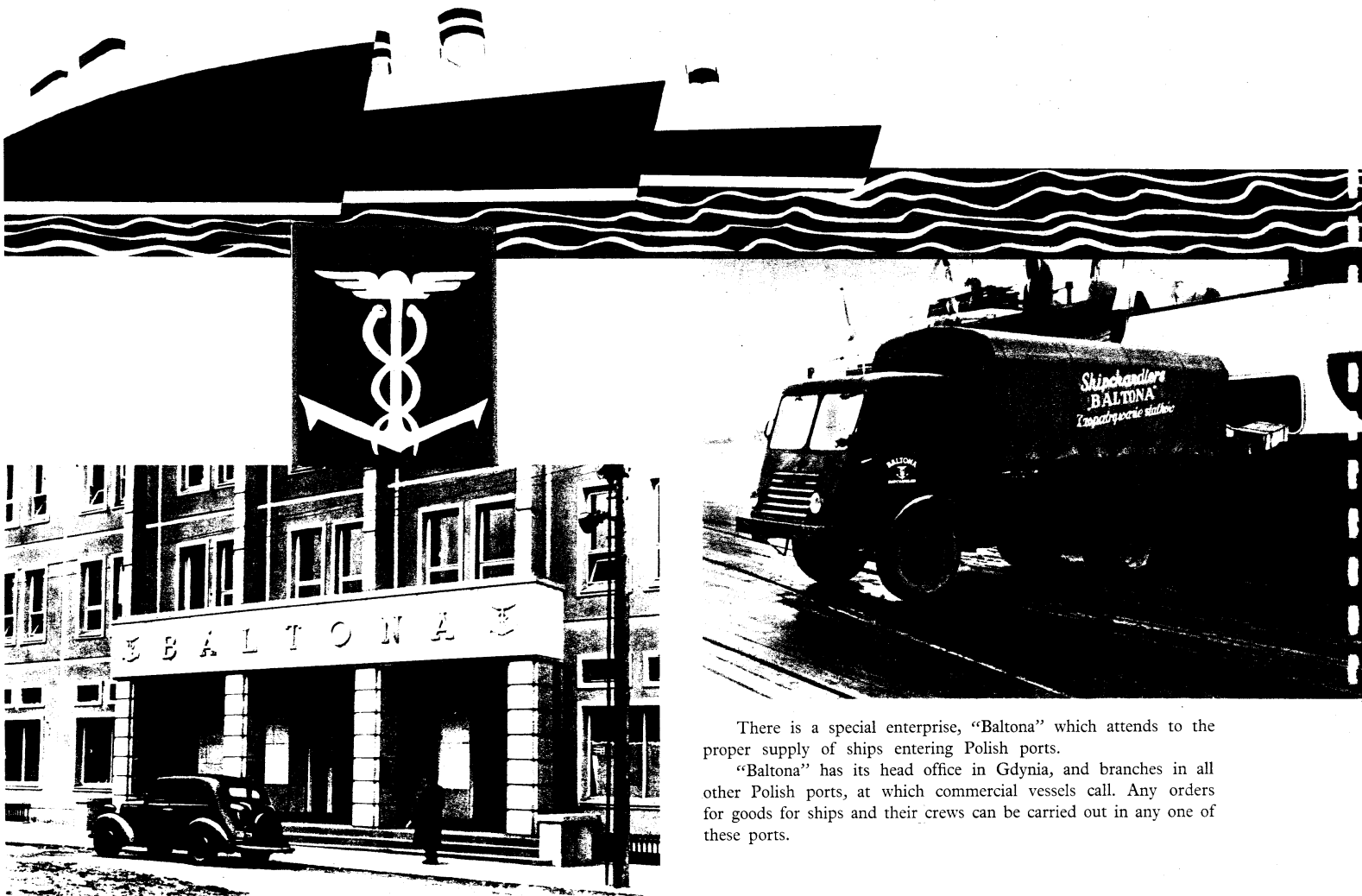
## WĘGLOKOKS

Polish ports constitute ships' supply bases, especially as regards bunker coal. This coal is of best, high calory variety, suitable for boiler heating, does not block the furnace and yields a minimum of ash.

Ships coal at quay-side bunkers, or from special ships belonging to "Polcoal", from which transhipment is effected in the docks or even at off-shore anchorages.

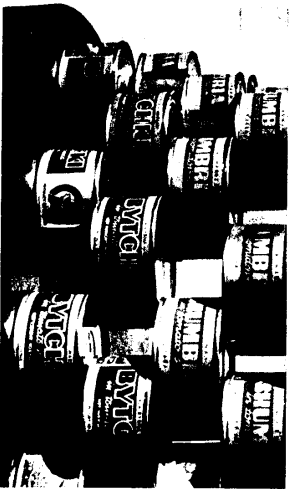
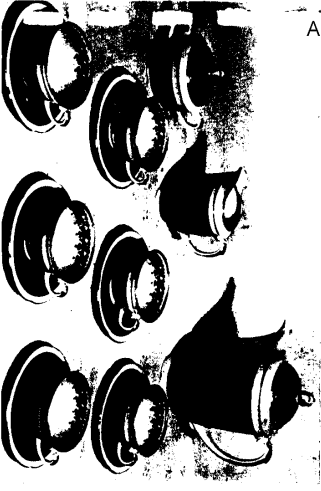
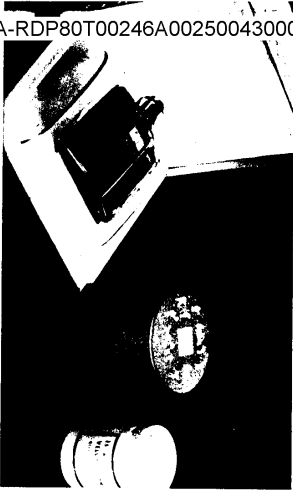
The export of Polish coal is in the hands of "Węglkokoks", which has, in every port, its offices for the sale of bunker coal.





There is a special enterprise, "Baltona" which attends to the proper supply of ships entering Polish ports.

"Baltona" has its head office in Gdynia, and branches in all other Polish ports, at which commercial vessels call. Any orders for goods for ships and their crews can be carried out in any one of these ports.



## BALTONA

"Baltona's" activities include: supplying ships with all technical and spare parts required for the normal operation of such ships, supplying fresh and preserved foodstuffs together with articles for the personal use of the crews.

"Baltona" can supply both Polish products and the choicest assortment of goods of foreign origin, and thus fulfil the most varied orders.

Prices are very advantageous for shipowners, not exceeding and being in many cases lower than the prices charged for similar articles in Western European ports.

"Baltona's" free customs zone warehouses are stocked with goods coming from practically all over the world and chosen for their high quality.

Model port shops under "Baltona's" management, make it easy for customers to select, at market prices, Polish made and imported goods. Seamen in considerable numbers visit these shops to purchase souvenirs of all kinds made by the Polish popular crafts industry, and a variety of articles of personal use, amber products, china and rugs.

BALTONA Shipchandlers, 6, Pułaskiego Street, Gdynia.

Phones: 1055 and 4306. Cable: BALTONA GDYNIA

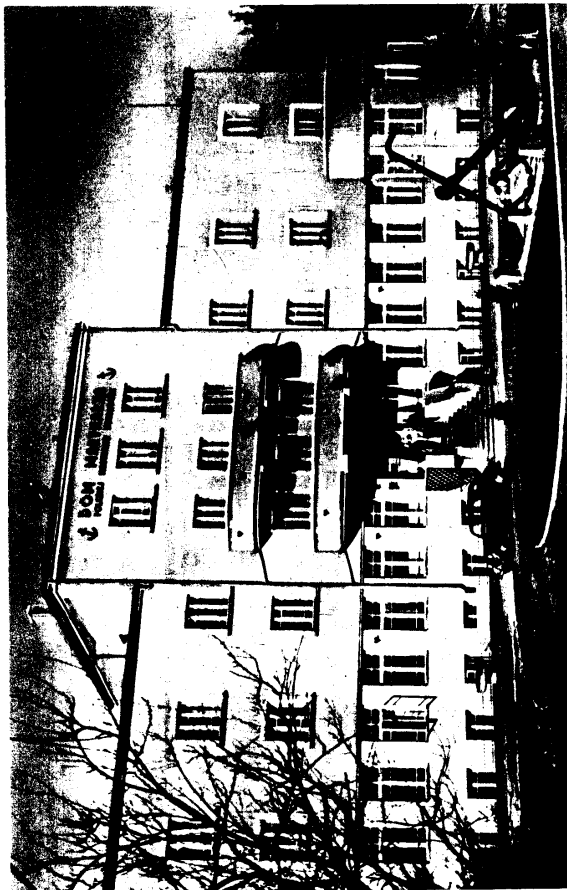
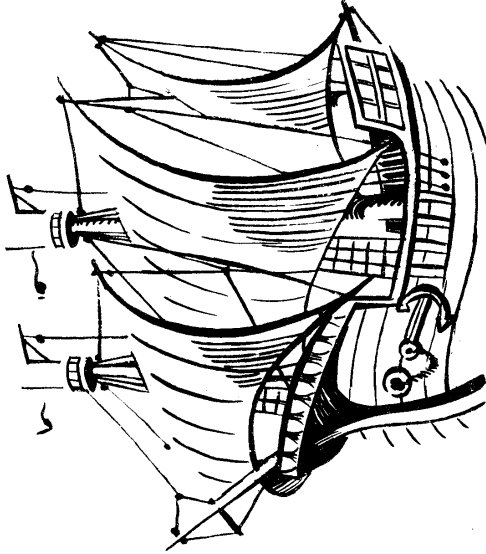
Mailing branches:

Gdynia — 9, Rotterdamska Street, Phones: 2860 and 3073.

Gdańsk — 18, Zamknięta Street, Nowy Port. Phone: 33281.

Szczecin — 40, Gdańska Street, Phone: 2442.

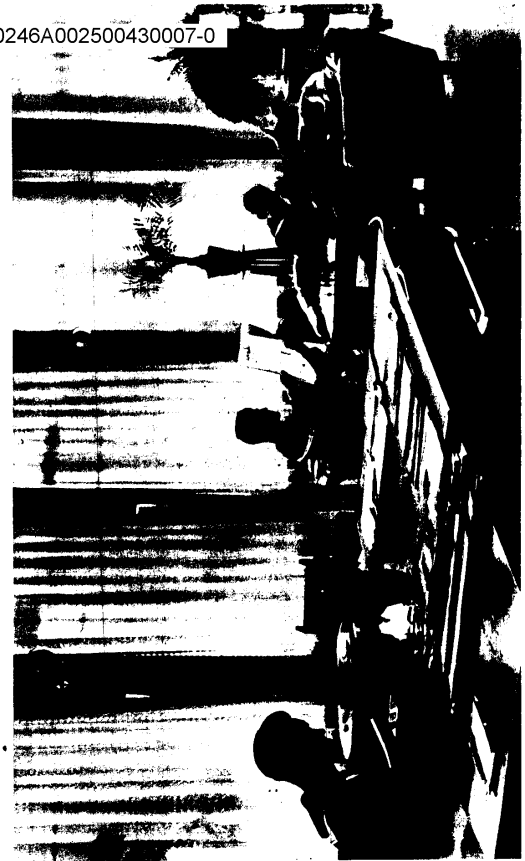
Świnoujście — 27, Okólna Street.



Ship's crews arriving in Polish ports are thoughtfully cared for by the trade union of Polish Shipping Workers, and by the offices of the Polish Merchant Marine.

Polish ports have modern Seamen's Homes, where ships' crews can spend their time pleasantly while in port. Spacious, comfortable rooms, large halls, club rooms equipped with all sorts of games, radios, pick-ups, cinema screens, and a well-stocked library — all at sailors' disposal. Meals, in Seamen's Homes, are served in well appointed restaurants.

The sponsors of the Seamen's Homes have also been mindful of providing care for the health of seamen who frequently arrive in port after long voyages. Fully equipped dental surgeries, clinics, radiotherapy, all directed by specialists, ensure medical care at the highest level for all who avail themselves of Seamen's Homes.



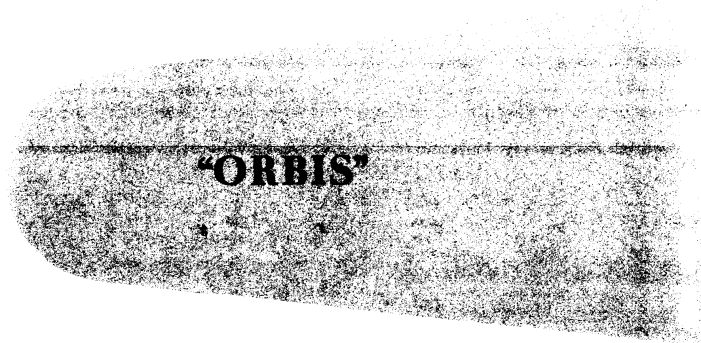
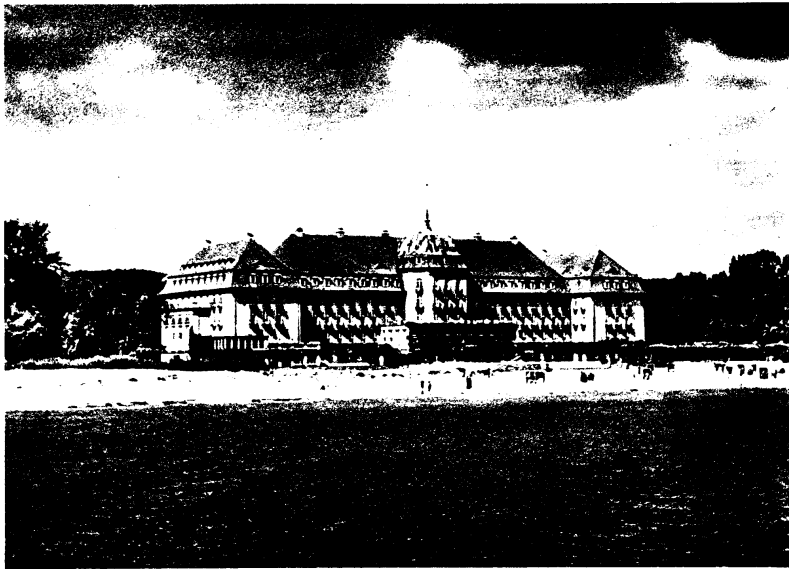
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All members of all crews arriving in Poland may, on an equal footing, make use of all the cultural and educational facilities provided by Seamen's Homes. The same applies to medical establishments, which, in the ports, are at the service, above all, of sailors and their families.



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ORBIS is a vast State travelling and touring agency, covering a wide territory of activity and rendering a great variety of services.

Orbis has its own hotels and restaurants in the following towns of Poland: Warsaw, Bydgoszcz, Cracow, Łódź, Poznań, Sopot, Stalinogród, Szczecin, Wrocław, Gdańsk and Zakopane. In these hotels are Foreign Visitors' Service Bureaux, currency exchange desks and railway and theatre ticket booking offices.

Orbis has its own boarding houses, numbering some 100 in all, in the most beautiful health and holiday resorts.

Orbis restaurant and sleeping cars serve more than 50 inland and 5 foreign railway routes.

The inland offices of Orbis assume responsibility for all matters connected with travel and touring.

There is a special Orbis department for the assistance of persons from abroad arriving in Poland or in transit through Poland. It is called the Foreign Visitors' Service Bureau, and acts through its own inland offices, or foreign travel agents representing it in other countries.

The following are the principal Orbis representatives abroad:

Balkanturist, Molotova 4, Sofia.

Cedok, Vodickova 41, Prague.

C. F. R., B-dul Dinicu Golescu 38, Bucharest.

C. I. T., Piazza Esedra 68, Rome.

Cunard White Star Steamship Co. Ltd., Liverpool.

Deutsches Reisebüro, Unter den Linden 10, Berlin.

Ibusz, Lenin-krt. 67, Budapest VI.

Inturist, 1, Gorki Street, Moscow.

Finnish State Railways, Helsinki.

Norwegian State Railways, Oslo.

Swedish State Railways, Stockholm.

Lissone Lindemann N. V., Groenmarkt 22, The Hague.

Morland & Co., Ltd., Whittington Avenue, London E. C. 3.

Oesterreichisches Verkehrsbüro, Vienna.  
Transtours S. A., 49, Avenue de l'Opera, Paris 2-e.

Of great convenience to travellers in Poland are vouchers — which may be obtained before starting for Poland from foreign agents of "Orbis", or after arrival in Poland, at "Orbis" offices — for accommodation and maintenance in "Orbis" hotels and restaurant cars.

There are three classes of vouchers:

Class I voucher, priced US \$ 20.00

" II " " " " 15.00

" III " " " " 10.00

These vouchers entitle their holders to obtain at advantageous rates the following services for one day:

Class I — single room with bath and full daily board.

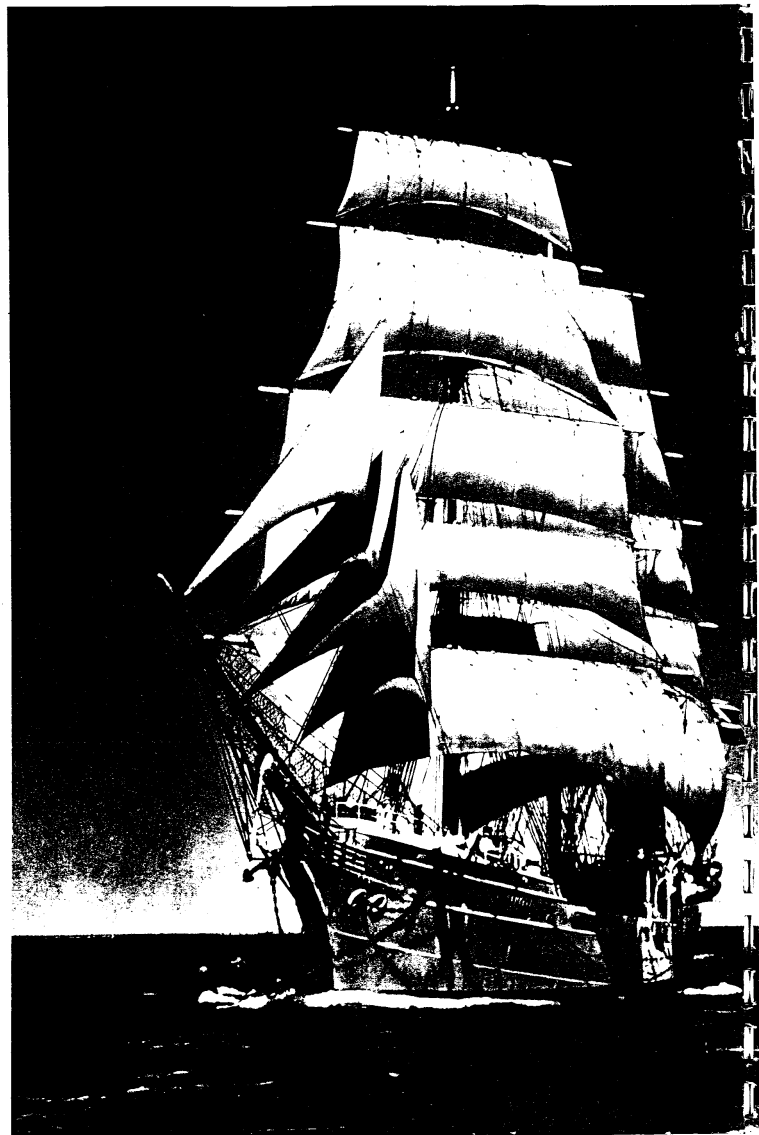
Class II — single room without bath and full daily board.

Class III (tourist class) — single bed in a double room and full daily board.





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